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ANNUAL REPORT
OF THE
Secretary of Internal Affairs
OF THE
COMMONWEALTH OF PENNSYLVANIA



PART IV.
RAILROAD, CANAL, NAVIGATION, TELEGRAPH,
AND TELEPHONE COMPANIES.

FOR THE
YEAR 1888.

HARRISBURG
E. K. MEYERS,
STATE PRINTER.
1889.

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1888

ANNUAL REPORT
OF THE
SECRETARY OF INTERNAL AFFAIRS.

PART IV.

Railroad, Canal, Navigation, Telegraph and Telephone Companies,

FOR THE YEAR 1888.

COMMUNICATION.

DEPARTMENT OF INTERNAL AFFAIRS,
HARRISBURG, *February 15, 1889.*

To His Excellency JAMES A. BEAVER,

Governor of the Commonwealth of Pennsylvania:

SIR: In compliance with the requirements of the Constitution, and of the acts of the General Assembly, approved, respectively, April 9, 1870, May 15, 1874, and June 4, 1883, I have the honor to present to you herewith, for transmission to the General Assembly, a report of this Department, Part IV, Railroad, Canal, Navigation, Telegraph and Telephone Companies, for the year ending December 31, 1888.

I am, very respectfully,

Your obedient servant,

THOS. J. STEWART,

Secretary of Internal Affairs.



REPORT.

The number of steam railway companies making report to this department in 1887 was 254; in 1888, 261, showing an increase of seven companies making report in conformity with the law. The total amount of capital stock paid in, as represented by the reports of 1888, is \$776,066,315.60, an increase of \$26,375,896.08 over the amount reported for 1887. The total amount of funded and unfunded debt for 1888 is reported at \$865,723,298 38, an increase of \$55,533,827.96. The total cost of the roads, including equipment, is shown to be \$1,068,-035,596.47, which indicates that the operations of the roads during the past year have added to the cost thereof \$54,584,856.71. The total mileage of the roads for 1887 was reported at 9,714.84; in 1888 at 10,802.11. The total number of passengers carried in 1888 was 99,649,869, an increase of 7,397,745 over the preceding year. The freight traffic for 1888 shows a tonnage of 235,145,608, an increase of 18,265,788 over the preceding year. The total expenses for 1888 were \$141,683,620.22, an increase of \$8,980,083.88 over the expenses of the preceding year. The total receipts for 1887 were \$199,392,286.69; for 1888, \$209,709,975.56, showing an increase of receipts in 1888 of \$10,-317,698.87. In 1888 1,245 persons were killed, an increase of 154 over 1887, and 4,944 injured, an increase of 317.

The following table exhibits a comparative statement for the years 1887 and 1888, of street passenger railways, on the questions of capital stock, indebtedness, cost of roads and equipment, mileage, number of passengers carried, expenses, receipts, etc. It will be observed that the report for 1888 indicates an apparent reduction in the cost of the roads and equipment, which, of course, is erroneous. The error arises from the fact that a number of the companies failed to state in their reports the cost of roads and equipments:

Street Passenger Railways.

	1887.	1888.	Increase.
Number of companies reporting,	74	76	2
Capital stock paid in,	\$17,911,680 07	\$18,527,567 25	\$615,887 18
Funded and floating debt,	7,677,131 45	10,126,539 18	2,449,407 73
Cost of roads and equipment,	12,326,068 63	11,515,099 92	*810,968 71
Number of miles of road,	519.85	533.33	13.48
Number of passengers carried,	184,835,994	190,506,017	5,670,023
Expenses,	\$5,646,606 01	\$6,063,738 81	417,132 80
Receipts,	10,025,905 65	10,664,382 71	38,477 06
Accidents, { Killed,	11	11	. . . . .
{ Injured,	63	38	. . . . .

*Decrease.

The same number of canal companies make report in 1888 that reported in 1887, to wit., nine companies, and they show a present capital stock of \$50,959,208.00, an increase of \$137,500.00 over 1887. There is also an increase in the funded and unfunded debt to the amount of \$464,253.72 over 1887. The total amount of the cost and equipment of the canals is placed at \$30,258,394.36, the total mileage at 778. There is a marked decrease in the amount of freight carried, as the reports for 1887 fix the number of tons at 9,037,941, while the reports for 1888 show but 7,574,726. The expenses for 1887 were \$1,036,817.41, for 1888, \$923,734.54. There appears to be, however, a marked increase in receipts, as the total amount given in 1887 was \$2,675,349.09, while in 1888 it is reported at \$3,235,466.59, an increase of \$560,117.50.

The following table exhibits a comparative statement of the telegraph and telephone companies for the years 1887 and 1888, as to their capital stock, indebtedness, mileage, cost of lines and equipment, expenses and receipts:

Telegraph and Telephone.

	1887.	1888.	Increase.
Number of companies reporting,	22	24	2
Capital stock paid in,	\$93,649,552 06	\$92,571,652 06	1,077,900 00
Funded and floating debt,	7,411,242 46	12,696,478 13	5,285,235 67
Number of miles of line in Pennsylvania,	10,893.73	11,411.81	528.08
Cost of line and equipments,	\$2,058,292 72	\$2,321,077 22	\$262,784 50
Expenses,	432,327 85	436,068 25	3,740 40
Receipts,	653,745 83	760,762 96	107,017 13

Not Reporting.

The following-named companies failed to make report for the year 1888:

Evergreen Railroad Company.

Pittsburgh and Northeastern Railroad Company.

Pittsburgh, Shenango and Lake Erie Railroad Company.

Shenango and Allegheny Railroad Company.

Sinnemahoning and Sheffield Railroad Company.

Tionesta and Clarion Railroad Company.

West Penn and Shenango Connecting Railroad Company.

Troy Hill Incline Plane Company.

The reports of the West Chester and Phoenixville Railroad Company, and the Scranton Street Railway Company, were received after the compilation of reports were completed, and were not, therefore, tabulated.

Consolidations.

The following-named companies have been reported as merged, or consolidated, during the year ending December 31, 1888:

Chester Valley Railroad Company merged with the Philadelphia and Chester Valley Railroad Company.

East Brandywine and Waynesburg Railroad Company merged in the Downingtown and Lancaster Company.

Pittsburgh and White Hall Railroad Company merged in the Pittsburgh, Virginia and Charleston Company.

Rochester and Pittsburgh Railroad Company merged with Buffalo, Rochester and Pittsburgh Company.

Buffalo, New York and Philadelphia Railroad Company merged in the Western New York and Pennsylvania Company.

The receivers of the New York, Chicago and St. Louis Railroad Company have been discharged.

Since the passage of the act by Congress establishing the Inter-State Commerce Commission, an effort has been made by that commission, and also by the railroad commissions of the several States, to secure a uniform blank to be used in procuring reports from the railroad companies. Some difficulties, however, have been encountered in the preparation of such a blank, for the reason that in several of the States the law fixes the subjects regarding which questions shall be asked, while in others the departments having supervision over the roads are given discretionary power in the matter; as, for instance, in Pennsylvania the Secretary of Internal Affairs is empowered to collect any information that, in his opinion, may be of value to the State government, the officials of the State, or the public generally. An effort has also been made to establish a uniform fiscal year, so that all railroads in the country shall close their reports at the same time. The value of the Pennsylvania report is greatly impaired by the lack of uniformity in the reports of the different railroad companies of the State. The law permits the reports to be closed according to the fiscal year of each corporation, and thus returns are made to this department by some corporations for a portion of the year not covered by the reports of the other companies. The fiscal year of the National Government closes on the 30th of June, which time has been fixed by the Inter-State Commerce Commission for the closing of the reports made to that commission. Several of the State Legislatures have by statute adopted the 30th of June as the time for closing the fiscal year of the railroad companies, and it seems highly proper that our statute law should be so amended as to make our railroad corporations close their fiscal year at that time, and then the reports could be compiled, printed and transmitted to the Legislature for their information at the time fixed by the Constitution for the assembling thereof. This matter should receive the attention of the present Legislature before its adjournment.



REPORTS OF COMPANIES.

ADDISON AND PENNSYLVANIA RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
T. C. Platt,	President,	New York, N. Y.
William E. Brookfield,	Vice President,	New York, N. Y.
James E. Jones,	Secretary,	New York, N. Y.
George R. Sheldon,	Treasurer,	New York, N. Y.
William M. Brien,	Auditor,	New York, N. Y.
Frank M. Baker,	General Superintendent, . . .	Addison, N. Y.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Thomas C. Platt, . . .	New York.	Frank H. Platt,	New York.
William E. Brookfield, .	New York.	Theodore T. Wood, . .	New York.
George R. Sheldon, . . .	New York.	William E. Barrows, . .	New York.
James E. Jones, . . .	New York.	Charles L. Pattison, . .	Elkland, Pa.
Henry P. DeGraef, . . .	New York.		

GENERAL INFORMATION.

Name of road : Addison and Pennsylvania Railway.

By whom operated : Addison and Pennsylvania Railway Company.

By what authority : By vote of stockholders.

With what other companies consolidated : Addison and Pennsylvania Railway Company of New York, and Addison and Pennsylvania Railway Company of Pennsylvania.

Date of consolidation : July 21, 1887.

The general offices of the company are located at Addison, N. Y.

For information concerning this report address Frank M. Baker, General Superintendent.

How are the passenger cars on your road heated, lighted and ventilated ? Heated by stove ; lighted with oil ; side ventilators in top of cars.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On July 21, 1887, the Addison and Pennsylvania Railway Company was formed under chapter 917 of the laws of 1869 of the State of New York, and an act of the State of Pennsylvania of March 24, 1865, by a consolidation of the Addison and Pennsylvania Railway Company of New York and the Addison and Pennsylvania Railway Company of Pennsylvania, and took possession of said railway and property from Addison, N. Y., to Gaines, Pa., on August 1, 1887.

CAPITAL STOCK.

Amount authorized by law,	\$700,000 00
Amount authorized by votes of the company,	700,000 00
Amount subscribed,	590,500 00
Amount now paid in, common,	29,525 00
Number of shares issued,	5,905
Amount paid in on each share,	5 00
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due, August 1, 1917; bear interest at 5 per cent., which is payable February 1 and August 1), amount,	\$397,000 00
Income bonds (due, August 1, 1917; bear interest at 6 per cent., which is payable when earned), amount,	90,939 37
Total amount of funded debt,	\$487,939 37

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$207,010 79
Total amount of unfunded debt,	207,010 79
Total amount of funded and unfunded debt,	\$694,950 16
Funded debt as per last report,	\$487,718 57
Unfunded debt as per last report,	214,522 04
Total cash realized from capital stock and debt,	\$641,047 04

COST.

Cost of roads owned to September 30, 1887,	\$1,292,887 49
Cost of additions for the year ending September 30, 1888,	8,856 84
Total cost of roads owned to date,	\$1,301,744 33
Average of same per mile of road laid,	\$31,749 86
Average of same per mile of single track,	31,749 86
Proportion of same for Pennsylvania,	968,370 73
Cost of equipment owned to December 31, 1887: In cost of R. and E.	
Cost of road and equipment per mile (of road owned by company),	\$31,749 86
Proportion of same for Pennsylvania,	968,370 73
Total cost of roads and equipment,	\$1,301,744 33
Proportion of same for Pennsylvania,	\$968,370 73

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main-line, from Addison, N. Y., to Gaines, Pa.,	41	30½
SUMMARY.		
Length of main line,	41	30½
Total length of all roads owned, leased and operated,	41	30½

GAUGE.

Gauge of lines, 3 feet.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	16	5½
Miles of track laid with iron rail on lines owned, leased or operated, .	25	25

Weight of rail per yard,	Steel,	60 pounds.
	Iron,	30 pounds.

TELEGRAPH LINES.

Length of lines in miles, 41; in Pennsylvania, 30½

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	72
Wooden bridges, number of, 4; aggregate length,	500 feet.
Wooden trestles, number of, 68; aggregate length,	11,880 feet.
Total length of bridges and trestles,	12,380 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth : Corning, Cowanesque and Antrim Valley railroad, at Cowanesque Valley, Pa.	
Number of crossings of highways, at grade, in this Commonwealth,	26
Number of crossings at which there are neither gates nor flagmen, .	26

Statement of regulations governing employ  s in regard to these crossings : Whistle of locomotive and ringing of bell.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	9	7
Number of engine houses and shops owned by the company,	3	1
Number of fuel and water stations on main line,	4	3

Material of foundation upon which track is laid : 14 miles gravel ballast, and the remainder with loam.

EQUIPMENT.

Road and equipment purchased at mortgage foreclosure sale and cannot give cost of items.	
Locomotives,	6

CHARACTERISTICS OF ROAD—CONTINUED.

Passenger ears, first class,	2
Passenger ears, second class,	2
Total passenger cars,	4
Baggage, mail and express ears,	3
Freight cars, 8 wheel,	14
Cars, roadway department, 8 wheel,	40
Cars, roadway department, 4 wheel,	2
Hand ears and hand trucks,	14

Train brake in use: Eames vacuum brake on all engines and passenger cars.

Average number of cars in passenger trains, including mail, express and baggage cars,	3
Average number of cars in freight trains,	7
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	67
Average weight of freight trains, including locomotive and tender, in working order, in tons,	146

EMPLOYES.

Average number of persons regularly employed by company, including officials,	141
Same in Pennsylvania,	114

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	54,775
Number of miles run by freight and coal trains,	61,035
Total number of miles run,	115,810
Number of passengers carried one mile in Pennsylvania,	857,630
Net cost per mile for each passenger carried, . . . . .	.0247
Number of tons of 2,000 pounds of through freight for the year on main road and number of tons of 2,000 pounds of local freight for the year,	94,732
Number of tons of freight carried one mile,	2,557,764
Number of tons of freight carried one mile in Pennsylvania,	1,902,727
Gross amount of tonnage for the year (2,000 pounds per ton),	94,732
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	18
Average rate of speed adopted by express trains including stops (miles per hour),	18
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal and bituminous coal and coke,	27,466	Merchandise and manufactures,	9,942
Petroleum and other oils,	418	Live stock,	2
Pig iron,	70	Lumber,	45,370
Iron and other ores,	110	Other articles,	6,567
Flour, grain and provisions,	4,514	Total,	94,732
Agricultural products,	273		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and local, per ton per mile,	$\frac{25}{100}$ cents.
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

October, 1887,	\$1,909 11
November, 1887,	1,756 77
December, 1887,	1,915 13
January, 1888,	1,385 17
February, 1888,	1,467 83
March, 1888,	1,698 19
April, 1888,	1,526 16
May, 1888,	1,655 70
June, 1888,	1,720 19
July, 1888,	2,114 50
August, 1888,	2,115 05
September, 1888,	1,928 12
Total,	<u>\$21,191 92</u>

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first class through passengers,	3 cents.
For first class way passengers,	3 cents.
For second class through passengers,	3 cents.
For second class way passengers,	<u>3 cents.</u>

FROM TRANSPORTATION OF FREIGHT.

October, 1887,	\$5,966 60
November, 1887,	6,153 05
December, 1887,	6,206 86
January, 1888,	4,472 53
February, 1888,	4,206 18
March, 1888,	5,609 51
April, 1888,	4,698 07
May, 1888,	5,332 63
June, 1888,	5,183 61
July, 1888,	5,102 92
August, 1888,	5,815 99
September, 1888,	5,647 64
Total,	<u>\$64,395 59</u>

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
October, 1887,	\$237 17	\$68 11	\$331 48	. . . . .
November, 1887,	237 17	70 85	154 92	. . . . .
December, 1887,	237 17	84 28	359 02	. . . . .
January, 1888,	237 17	41 16	473 34	. . . . .
February, 1888,	237 17	65 32	770 32	. . . . .
March, 1888,	237 17	74 24	420 50	. . . . .
April, 1888,	237 17	79 39	313 24	. . . . .
May, 1888,	237 17	107 80	460 20	. . . . .
June, 1888,	237 17	100 61	454 33	. . . . .
July, 1888,	237 17	78 85	616 00	. . . . .
August, 1888,	237 17	88 13	17,927 99	. . . . .
September, 1888,	237 17	76 73	153 40	. . . . .
Total,	<u>\$2,846 04</u>	<u>\$935 43</u>	<u>\$22,434 74</u>	<u>\$26,216 21</u>

RECAPITULATION.

Total passenger earnings for the year,	\$21,191 92
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EARNINGS FOR THE YEAR—CONTINUED.

Total freight earnings for the year,	\$64,395 59
Total earnings from all other sources,	26,216 21
Total earnings for the year,	\$111,803 72

Total receipts from all sources on whole length of line,	\$111,803 72
Proportion of earnings in Pennsylvania to earnings of whole line,	83,171 06

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$5,900 57
Land or land damages,	1,230 00
Passenger and freight houses,	373 27
New shops (machine and car) and engine houses,	621 98
New machinery,	731 02
Total,	\$8,856 84
Proportion for Pennsylvania,	\$6,588 62

EXPENDITURES FOR OPERATING DURING THE YEAR.
CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Agents and clerks,	\$1,054 80	\$3,164 42	\$4,219 22
Conductors and train agents,	2,265 32	4,520 38	6,785 70
Expenses of stations, except labor,	115 21	230 42	345 63
Incidentals,	202 82	608 46	811 28
Labor at stations, . . . . .	.. . . .	2,045 77	2,045 77
Legal expenses,	18 83	51 56	75 34
Loss and damage, . . . . .	.. . . .	44 53	44 53
Stations, repairs of and furniture for,	104 23	71 02	175 25
Total,	\$3,761 21	\$10,741 51	\$14,502 72
MOTIVE POWER.			
Enginemen and firemen, passenger and freight,	\$1,518 56	\$4,555 67	\$6,074 23
Engine houses and machine shops, etc., repairs of,	21 29	42 00	63 89
Fuel for locomotives,	825 28	2,476 85	3,302 13
Incidentals, . . . . .	.. . . .	10 00	10 00
Locomotives, repairs of,	938 04	2,814 12	3,752 16
Oil for locomotives and waste,	246 38	492 78	739 16
Water, wood and coal stations, expenses and repairs of,	8 40	16 83	25 23
Total,	\$3,557 95	\$10,408 85	\$13,966 80
MAINTENANCE OF WAY.			
Bridges, repairs of,	\$653 77	\$1,961 32	\$2,615 09
Rails, steel,	2,304 54	4,619 10	6,923 64
Road bed, repairs of, labor and material,	6,295 42	18,886 28	25,181 70
Telegraph, repairs of,	10 50	31 52	42 02
Total,	\$9,264 23	\$25,498 22	\$34,762 45
MAINTENANCE OF CARS.			
Cars, repairs of freight, passenger, baggage, express and postal,	\$666 30	\$1,362 54	\$2,028 84
Oil, tallow, waste, etc.,	50 62	151 88	202 50
Total,	\$716 92	\$1,514 42	\$2,231 34
GENERAL EXPENSES.			
Advertising,	\$14 40	\$43 20	\$57 60
Clerks and general officers,	1,152 00	3,456 09	4,608 09
Stationery and blanks,	129 50	388 57	518 07
Total,	\$1,295 90	\$3,887 86	\$5,183 76

EARNINGS—SUMMARY.

Passenger transportation, local, \$18,389.69; through, \$2,802.23; total,	\$21,191 92
Freight transportation, local, \$12,877.11; through, \$51,518.48; total, .	64,395 59
Mail service, \$2,846.04; express service, \$935.43; total,	3,781 47
Miscellaneous,	22,434 74
Total,	<u>\$111,803 72</u>

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$3,761 21	\$10,741 51	\$14,502 72
Motive power,	3,557 95	10,408 85	13,966 80
Maintenance of way,	9,264 23	25,498 22	34,762 45
Maintenance of cars,	716 92	1,514 42	2,231 34
General expenses,	1,295 90	3,887 86	5,183 76
Total operating expenses,			\$70,647 07
Expenditures charged to cost of road, real estate and equipment during the year,			8,856 84
Total expenditures during the year,			<u>\$79,503 91</u>

Operating expenses, 63 per cent. of earnings.

Earnings per mile of road operated,	\$2,726 92
Expenses per mile of road operated,	1,939 12
Net earnings,	<u>41,156 65</u>

Net earnings from operation,	\$41,156 65
Income from other sources,	2,400 00

Gross income from all sources, \$43,556 65

Deductions from income as follows:

Interest on funded debt due and accrued,	\$19,850 00
Taxes,	1,522 81
Interest paid on floating debt,	9,304 66
	<u>30,677 47</u>

Surplus for year ending September 30, 1888, \$12,879 18

GENERAL BALANCE SHEET, 1888.

ASSETS.

To cost of road and equipment September 30, 1888,	\$1,301,744 33
Cash on hand,	2,951 86
Due by agents,	839 96
Due by others,	978 39
	<u>\$1,306,514 54</u>

LIABILITIES.

Capital stock,	\$590,500 00
Funded debt,	487,939 37
Due sundry companies,	2,482 14
Loans and bills payable,	207,010 79
Profit and loss surplus,	18,582 24
	<u>\$1,306,514 54</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: United States Express Company; 25 cents per 100 pounds first class goods; 20 cents per hundred pounds butter and eggs.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service: \$2,846.04 per annum.

STOCKS AND DIVIDENDS.

Balance for the year, or surplus,	\$12,879 18
Surplus at commencement of the year,	5,703 06
Total surplus,	<u>\$18,582 24</u>

Surplus invested as follows:

Cash on hand, \$2,951.86; less balance due, \$663.79,	\$2,288 07
Decrease of floating debt,	7,437 33
Betterments to property,	8,856 84
	<u>\$18,582 24</u>

ACCIDENTS TO PERSONS.

INJURED FROM THEIR OWN MISCONDUCT OR CARELESSNESS.

Employés,	3
Total,	<u>3</u>

ALLEGHENY VALLEY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING OCTOBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
John Scott,	President,	Pittsburgh, Pa.
T. R. Robinson,	Secretary and Treasurer, . .	Pittsburgh, Pa.
T. F. Brown,	Auditor,	Pittsburgh, Pa.
Hampton Scott & Gordon,	General Solicitors,	Pittsburgh, Pa.
Frank Ashmead,	Chief Engineer,	Pittsburgh, Pa.
David McCargo,	General Superintendent, . . .	Pittsburgh, Pa.
C. B. Price,	Division Superintendent, . .	Pittsburgh, Pa.
S. B. Rumsey,	Division Superintendent, . .	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John Scott,	Pittsburgh, Pa.	John P. Green,	Philadelphia, Pa.
Geo. B. Roberts,	Philadelphia, Pa.	N. P. Shortridge,	Philadelphia, Pa.
D. A. Stewart,	Pittsburgh, Pa.	Edmund Smith,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.	J. N. DuBarry,	Philadelphia, Pa.
Chas. E. Speer,	Pittsburgh, Pa.		

Date of annual meeting for election of directors, second Tuesday of April.

GENERAL INFORMATION.

Name of road : Allegheny Valley Railroad.

By whom operated : Since May 2, 1884, by John Scott and W. H. Barnes, receivers.

The general offices of the company are located at Pittsburgh, Pa.

For information concerning this report, address T. F. Brown, auditor, Pittsburgh, Pa.

How are the passenger cars on your road heated, lighted and ventilated ? Heated by anthracite coal stoves ; lighted by oil lamps, burning high test oil.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The road was originally chartered as the Pittsburgh, Kittanning and Warren Railroad Company, April 4, 1837. By a supplemental act of Legislature the name was changed to the Allegheny Valley Railroad Company, on April 14, 1852.

Construction was commenced March 17, 1853, and the road opened from Pittsburgh to Kittanning on January 30, 1856 ; to Mahoning, May 12, 1866 ; to Brady's Bend, June 27, 1867 ; to Oil City, February 2, 1870 ; to Driftwood, June 1, 1874.

CAPITAL STOCK.

Amount authorized by law,	\$5,000,000 00
Amount authorized by votes of company,	2,166,500 00
Amount subscribed,	2,166,500 00
Amount now paid in, common,	2,166,500 00
Number of shares issued,	43,330
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

General mortgage bonds (due 1896; bear interest at $7\frac{3}{10}$ per cent., which is payable January and July), amount,	\$4,000,000 00
First mortgage L. G. division bonds (due 1910; bear interest at 7 per cent., which is payable April and October), amount,	10,000,000 00
Second mortgage L. G. division bonds (due in annual instalments of \$100,000.00; bear interest at 5 per cent., which is payable January and July), amount,	2,200,000 00
Income bonds (due 1894; bear interest at 7 per cent., which is payable January and July), amount,	9,726,700 00
Total amount of funded debt,	\$25,926,700 00

UNFUNDED DEBT.

Debt incurred for any other purpose, and for what: Guaranteed coupons purchased and held by Pennsylvania Railroad Company,	6,431,075 00
Total amount of funded and unfunded debt,	\$32,357,775 00
Funded debt as per last report,	\$25,923,000 00
Unfunded debt as per last report,	6,610,030 00

COST.

Cost of roads owned to December 31, 1887,	\$21,683,452 77
Average of same per mile of road laid,	83,558 51
Proportion of same for Pennsylvania,	83,558 51
Cost of equipment owned to December 31, 1887,	2,366,087 53
Average cost of equipment per mile of road owned by the company,	9,117 87
Average cost of equipment per mile of road operated by company,	9,117 87
Proportion of same for Pennsylvania,	9,117 87
Cost of road and equipment per mile (of road owned by company),	92,676 38
Proportion of same for Pennsylvania,	92,676 38
Total cost of roads and equipment,	24,049,540 30
Proportion of same for Pennsylvania,	24,049,540 30

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penna.
Length of main line, from Pittsburgh, Pa., to Oil City and Driftwood,	242.20	242.20
Length of single main track,	230.77	230.77
Length of second main track,	11.43	11.43
BRANCHES.		
Sligo branch, from Sligo Junction to } Length of road,	10.20	10.20
Sligo,	10.20	10.20
Plum Creek branch, from Verona to } Length of road,	7.00	7.00
Coal Works,	7.00	7.00
SUMMARY.		
Length of main line,	242.20	242.20
Length of branches owned by the company,	17.20	17.20
Total length of all roads owned, leased and operated,	259.40	259.40
Length of second track,	11.43	11.43
Length of sidings and other tracks not above enumerated,	120.60	120.60
Length of all tracks,	391.43	391.43

CHARACTERISTICS OF ROAD—CONTINUED.

GAUGE.

Gauge of lines, 4 ft. 9 in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENNA.
Miles of track laid with steel rail on lines owned, leased or operated, .	283.82	283.82
Miles of track laid with iron rail on lines owned, leased or operated, .	107.61	107.61

Weight of rail per yard, { Steel, 60 lbs.
 { Iron, 64, 58 and 60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 250; in Pennsylvania, 250
 Number of miles of wire, 389; in Pennsylvania, 389

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 216
 Wooden bridges, number of, 126; aggregate length, 10,066 feet.
 Stone bridges, number of, 49; aggregate length, 574 feet.
 Iron bridges, number of, 11; aggregate length, 1,552 feet.
 Wooden trestles, number of, 30; aggregate length, 2,095 feet.
 Total length of bridges and trestles, 14,287 feet.

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth: Western Pennsylvania railroad, at Western Pennsylvania Junction; Buffalo, Rochester and Pittsburgh railroad, at Falls Creek.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Pittsburgh Junction railroad, at Pittsburgh, Pa.; Pittsburgh and Western railroad, at Pittsburgh, Pa.

Number of crossings of highways, at grade, in this Commonwealth, 243
 Number of crossings of highways over railroad, 3
 Number of crossings of highways under railroad, 17
 Number of crossings at which gates or flagmen are maintained, 11
 Number of crossings at which there are neither gates nor flagmen, 232

Statement of regulations governing employes in regard to these crossings: Employes are governed by uniform system of signals adopted by all railroads.

STATIONS.	TOTAL.	IN PENNA.
Number of stations on main line, { Passenger, exclusively, . . . 34 } { Freight, exclusively, 3 } { Passenger and freight, . . . 49 }	86	86
Branches, { Passenger, exclusively, . . . 4 } { Freight and passenger, . . . 2 }	6	6
Number of engine houses and shops owned by the company,	16	16
Number of fuel and water stations on main line,	32	32
Number of fuel and water stations on branches,	3	3
Number of tunnels on all lines owned by the company,	5	5
Aggregate length of tunnels,	4,319 ft.	4,319 ft.

Material of foundation upon which track is laid: Broken stone ballast.

CHARACTERISTICS OF ROAD—CONTINUED.

EQUIPMENT.

Locomotives,	71
Passenger cars, first class,	32
Passenger cars, second class,	12
Total passenger cars,	44
Baggage, mail and express cars,	8
Freight cars, 8-wheel,	2,514
Steam boats (including ferry boats and tugs), caboose,	28
Cars, roadway department, 8-wheel,	22
Train brake in use : Westinghouse automatic.	
Average number of cars in passenger trains, including mail, express and baggage cars,	3 $\frac{4}{10}$
Average number of cars in freight trains,	30

EMPLOYES.

Average number of persons regularly employed by company, including officials,	1,709
Same in Pennsylvania,	1,709

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	652,756
Number of miles run by freight and coal trains,	921,354
Total number of miles run,	1,574,110
Number of passengers carried one mile in Pennsylvania,	21,178,043
Net cost per mile for each passenger carried,	1 $\frac{499}{1000}$ cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	259,702
Number of tons of 2,000 pounds of local freight for the year,	3,119,865
Number of tons of freight carried one mile,	177,510,136
Number of tons of freight carried one mile in Pennsylvania,	177,510,136
Gross amount of tonnage for the year (2,000 pounds per ton),	3,379,567
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	20
Average rate of speed adopted by express trains, including stops (miles per hour),	26
Average rate of speed adopted by freight trains, including stops, (miles per hour),	14

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	1,113	Agricultural products,	36,461
Bituminous coal and coke,	1,463,752	Merchandise and manufactures,	203,551
Petroleum and other oils,	288,924	Live stock,	2,748
Pig iron and blooms,	356,933	Lumber,	296,092
Railroad iron,	2,085	Other articles,	274,206
Other iron or castings,	183,048		
Iron and other ores,	221,050	Total,	3,379,567
Stone and lime,	49,604		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, per ton per mile,	6 $\frac{79}{1000}$ cents.
For local freight, per ton per mile,	8 $\frac{42}{1000}$ cents.

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
November, 1887.	1,534	202,488	\$5,078 60	102,619	1,214,355	\$33,009 95	104,153	1,416,843	\$38,088 55
December, 1887.	1,689	222,948	5,489 80	113,556	1,461,370	38,567 66	115,245	1,684,318	44,057 46
January, 1888.	1,391	183,612	4,540 54	96,735	1,131,189	30,148 16	98,126	1,314,801	34,688 70
February, 1888.	1,441	190,212	4,805 93	96,789	1,116,241	30,178 60	98,230	1,306,453	34,984 53
March, 1888.	1,333	175,956	4,599 81	108,782	1,274,584	34,955 99	110,115	1,450,540	39,555 80
April, 1888.	1,906	251,592	6,428 64	115,857	1,570,520	43,913 55	117,763	1,822,112	50,342 19
May, 1888.	1,572	207,504	5,121 79	118,440	1,414,360	37,320 78	120,012	1,621,801	42,442 57
June, 1888.	2,222	293,304	7,219 62	126,005	1,504,161	39,486 81	128,227	1,797,465	46,306 43
July, 1888.	3,902	515,064	9,728 83	146,922	1,767,863	47,489 19	150,824	2,232,927	57,218 02
August, 1888.	4,835	638,220	10,520 73	140,234	1,697,732	45,036 21	145,069	2,335,952	55,556 94
September, 1888.	2,899	382,668	7,550 82	150,122	2,011,292	49,390 45	153,021	2,393,960	56,921 27
October, 1888.	1,981	261,492	6,263 05	120,605	1,489,376	39,375 19	122,586	1,750,868	45,780 24
Total,	26,705	3,525,060	\$76,870 16	1,436,666	17,652,983	\$469,072 54	1,463,371	21,178,043	\$545,942 70

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:
For first-class through passengers, 2½ cents; For first-class way passengers, 2½ cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
November, 1887.	26,971	3,538,449	\$23,463 79	221,833	12,269,293	\$106,178 76	248,804	15,807,742	\$129,642 55
December, 1887.	22,330	2,982,276	19,414 55	261,716	13,455,162	109,489 16	287,046	16,437,438	128,603 71
January, 1888.	17,150	2,262,834	14,927 38	279,432	12,385,319	98,978 90	296,582	14,648,153	113,906 28
February, 1888.	17,705	2,341,582	16,631 39	267,339	12,611,905	99,472 72	285,044	14,983,487	116,104 11
March, 1888.	17,404	2,304,459	17,317 22	267,643	11,760,810	96,938 84	285,047	14,065,269	114,256 06
April, 1888.	19,221	2,458,962	18,760 30	230,375	10,516,923	87,718 52	249,596	13,062,516	106,478 82
May, 1888.	18,727	2,458,962	19,794 29	234,580	10,619,691	94,999 65	253,307	13,078,653	114,793 91
June, 1888.	21,117	2,903,011	19,212 51	261,227	11,562,062	99,217 35	282,344	14,465,073	118,429 89
July, 1888.	21,140	2,782,434	16,585 77	233,941	10,367,047	91,779 13	255,081	13,149,481	108,362 90
August, 1888.	25,387	3,361,725	23,045 52	281,313	11,828,168	100,179 40	306,700	15,189,893	123,224 92
September, 1888.	24,160	3,158,560	21,831 63	262,035	11,745,858	102,891 31	286,195	14,904,418	124,722 94
October, 1888.	27,390	3,631,714	26,200 98	315,431	14,086,299	118,545 92	342,821	17,718,013	111,746 90
Total,	259,702	34,271,599	\$236,883 36	3,119,865	143,238,537	\$1,206,389 66	3,379,567	177,510,136	\$1,443,273 02

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTALS.
November, 1887,	\$2,188 06	\$1,846 68	\$2,064 25	\$6,098 99
December, 1887,	2,175 19	1,979 13	2,232 62	6,386 94
January, 1888,	2,188 05	1,295 15	3,077 09	6,560 29
February, 1888,	2,188 05	1,168 30	1,905 32	5,261 67
March, 1888,	2,188 06	1,373 90	2,455 70	6,017 66
April, 1888,	2,188 05	1,479 36	3,030 68	6,698 09
May, 1888,	2,188 05	1,806 89	2,079 48	6,074 42
June, 1888,	2,188 06	1,781 69	2,177 55	6,147 30
July, 1888,	2,184 22	1,609 04	3,527 85	7,321 11
August, 1888,	2,197 71	1,766 30	2,967 15	6,931 16
September, 1888,	2,197 71	1,813 92	2,364 87	6,376 50
October, 1888,	2,197 70	1,854 26	7,889 16	11,941 12
Total,	\$26,268 91	\$19,774 62	\$35,771 72	\$81,815 25

RECAPITULATION.

Total passenger earnings for the year,	\$545,942 70
Total freight earnings for the year,	1,443,273 02
Total earnings from all other sources,	81,815 25
Total earnings for the year,	\$2,071,030 97
Proportion of earnings in Pennsylvania to earnings of whole line,	\$2,071,030 97

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$1,541 27		\$1,541 27
Agents,	15,122 05	\$16,920 91	32,042 96
Baggage masters,	12,063 15		12,063 15
Brakeman,	9,416 45	68,377 04	77,823 49
Cars, cleaning and inspecting,	10,654 07	8,222 13	18,876 20
Car furniture and fixtures,	1,928 71	431 39	2,360 10
Car service,		1,810 98	1,810 98
Clerks,	8,812 79	26,795 05	35,607 84
Conductors and train agents,	15,966 43	32,133 11	48,099 54
Dispatchers,	4,093 87	5,502 99	9,596 86
Expenses of stations, except labor,	4,695 82	2,638 55	7,334 37
Heating and lighting cars,	2,924 83	512 67	3,437 50
Heating and lighting stations,	1,597 04	1,011 37	2,608 41
Incidentals,	5,218 20	5,613 42	10,831 62
Insurance,	48 29	227 20	275 49
Labor at stations,		11,113 36	11,113 36
Loss and damage,	13 50	887 57	901 07
Mail expenses,	651 11		651 11
Stationery and printing,	5,867 61	5,721 35	11,588 96
Stations, repairs of, and furniture for,	7,111 77	6,405 25	13,517 02
Superintendents,	4,008 87	6,013 42	10,022 29
Switchmen,	875 95	287 40	1,163 35
Taxes, State,	2,068 13	5,125 35	7,193 48
Telegraph expenses,	10,888 02	16,186 91	27,024 93
Watchmen,	3,741 53	6,705 60	10,447 13
Total,	\$129,339 46	\$228,623 02	\$357,962 48
MOTIVE POWER.			
Enginemen and firemen, passenger,	\$27,214 48		\$27,214 48
Enginemen and firemen, freight,		\$60,241 26	60,241 26
Engine houses and machine shops, etc., re- pairs of,	2,159 91	3,239 95	5,399 86
Fuel for heating,	52 35	78 53	130 88
Fuel for locomotives,	12,739 09	37,014 45	49,753 54
Incidentals,	1,519 66	2,279 55	3,799 21
Laborers,	9,218 75	13,828 13	23,046 88
Clerks,	1,729 52	2,594 28	4,323 80
Locomotives, repairs of,	24,051 28	63,463 00	87,514 28
Locomotives, oil, tallow and waste,	2,018 27	4,541 03	6,559 30

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Stationery and printing,	\$275 66	\$413 49	\$689 15
Superintendence,	666 00	999 00	1,665 00
Tools and machinery, repairs of,	5,694 76	8,542 15	14,236 91
Watchmen,	464 99	697 45	1,162 44
Water, wood and coal stations, expenses and repairs of,	5,514 68	8,272 09	13,786 77
Total,	\$93,319 40	\$206,204 36	\$299,523 76
MAINTENANCE OF WAY.			
Ballast,	\$3,958 45	\$22,256 55	\$26,215 00
Bridges, repairs of,	7,581 41	42,654 97	50,236 38
Cars, repairs of (in M. of W. service),	191 82	1,027 42	1,219 24
Clerks,	544 87	3,038 96	3,583 83
Cross-ties,	5,113 29	29,330 51	34,443 80
Expenses on property,	482 59	1,129 23	1,611 82
Foremen, tool and watch-houses, repairs of,	664 36	3,749 25	4,413 61
Frogs and switches,	2,451 73	13,786 97	16,238 70
Incidentals,	805 72	4,543 98	5,349 70
Oil, tallow, waste, etc.,	134 07	757 39	891 46
Rails, iron,	166 80	945 14	1,111 94
Rails, steel,	1,454 99	8,260 45	9,715 44
Road-bed, repairs of, labor and material,	5,233 28	29,671 37	34,904 65
Snow and ice, removing,	381 92	2,156 16	2,538 08
Spikes,	445 87	2,536 58	2,982 45
Splices and bolts,	632 93	3,582 30	4,215 23
Stationery and printing,	22 02	124 88	146 90
Superintendents and supervisors,	866 20	4,832 32	5,698 52
Tools and repairs of tools,	862 97	4,851 90	5,714 87
Track, repairing,	13,096 43	73,741 32	86,837 75
Watchmen,	3,236 01	18,149 00	21,385 01
Total,	\$48,327 73	\$271,126 65	\$319,454 38
MAINTENANCE OF CARS.			
Car shops and sheds, repairs of,	\$351 46	\$1,851 95	\$2,203 41
Cars, repairs of freight,		111,572 83	111,572 83
Cars, repairs of passenger, baggage, express and postal,	25,329 28		25,329 28
Fuel for heating ear shops,	18 05	79 86	97 91
Incidentals,	34 54	154 70	189 24
Insurance,	251 48	1,269 03	1,520 51
Laborers,	945 08	4,899 38	5,844 46
Oil, tallow, waste, etc.,	617 80	3,236 20	3,854 00
Tools and repairs of tools,	377 08	1,960 79	2,337 87
Watchmen,	78 37	405 50	483 87
Total,	\$28,003 14	\$125,430 24	\$153,433 38
GENERAL EXPENSES.			
Attendants,	\$975 33	\$2,415 79	\$3,391 12
Clerks,	5,946 07	14,726 57	20,672 64
Fuel and light,	81 52	201 76	283 28
Incidental and legal expenses,	2,188 82	5,401 47	7,590 29
Office expenses, repairs and furniture,	1,744 25	4,276 84	6,021 09
Salaries of president and other officers,	2,118 90	5,247 76	7,366 66
Stationery and blanks,	465 39	1,150 40	1,615 79
Taxes on real estate,	5,070 59	11,870 98	16,941 57
Total,	\$18,590 87	\$45,291 57	\$63,882 44

EARNINGS—SUMMARY.

Passenger transportation, local, \$469,072.54; through, \$76,870.16; total,	\$545,942 70
Freight transportation, local, \$1,206,389.66; through, \$236,883.36; total,	1,443,273 02
Mail service, \$26,268.91; express service, \$19,774.62; total,	46,043 53
Miscellaneous,	35,771 72
Total,	\$2,071,030 97

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$129,339 46	\$228,623 02	\$357,962 48
Motive power,	93,319 40	206,204 36	299,523 76
Maintenance of way,	48,327 73	271,126 65	319,454 38
Maintenance of cars,	28,003 14	125,430 24	153,433 38
General expenses,	18,590 87	45,291 57	63,882 44
Total operating expenses,			\$1,194,256 44
Total expenditures during the year,			\$1,194,256 44

Operating expenses, $57\frac{66}{100}$ per cent. of earnings.	
Earnings per mile of road operated,	\$7,996 26
Expenses per mile of road operated,	4,611 03
Net earnings,	876,774 53

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Construction, cost of,	\$21,683,452 77
Equipment, cost of,	2,366,087 53
Cash in hands of treasurer,	83,236 84
Cash in hands of paymaster,	2,567 86
Cash in hands of Townsend, Whelen & Co., coupon account,	3,555 08
Cash in hands of Winslow, Lanier & Co., coupon account,	4,905 55
Cash in receiver's special account,	100,000 00
Cash remitted by agents in transit,	31,037 18
Value of shop and roadway material,	147,576 01
Due by railroad companies,	44,286 18
Due by agents and conductors,	25,931 48
Due by individuals and firms,	82,356 58
Stock in Buffalo and Southwestern Railroad Company,	225,000 00
Old balances likely to be charged to profit and loss,	260,125 10
Balance to debit of profit and loss account,	10,035,964 78
Total,	\$35,096,082 94

LIABILITIES.	
Capital stock, 43,330 shares,	\$2,166,500 00
First mortgage bonds, river division,	4,000,000 00
First mortgage bonds, low grade division,	10,000,000 00
Second mortgage bonds, low grade division,	2,200,000 00
Income bonds issued to individuals,	3,639,700 00
Income bonds issued to contributing companies,	6,087,000 00
Bonds and mortgages on real estate,	21,564 73
Due railroad companies in current account,	15,264 80
Accounts payable current,	154,446 03
Guaranteed coupons purchased and held by Pennsylvania Railroad Company,	6,431,075 00
Interest on bonds accrued,	357,051 79
Balance due contributing companies, payable in income bonds, . .	1,423 59
Orders for income bonds and scrip, issued in part payment of interest on income bonds,	22,057 00
Total,	\$35,096,082 94

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express Company; pay to us 40 per cent. of their gross receipts.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Free to all.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what partieuclar? No preference shown.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? None.

Does your company make any preferenees in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? None.

SLEEPING CARS.

Names and owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates: Pullman's Palace Car Company; they make their usual charge, in addition to regular fare.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$26,268.91.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,				1		1
Employes,	1		3	5	4	5
Others,		1	5	1	5	2
Total,	1	1	8	7	9	8

ALLENTOWN RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Austin Corbin,	President,	Philadelphia.
Howard Hancock,	Secretary,	Philadelphia.
John Welch,	Treasurer.	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
George DeB. Keim, . .	Philadelphia.	A. J. Antelo,	Philadelphia.
S. A. Caldwell,	Philadelphia.	Thomas Cochran,	Philadelphia.
A. A. McLeod,	Philadelphia.	Samuel R. Shipley,	Philadelphia.

Date of annual meeting of directors, second Monday in January.

GENERAL INFORMATION.

Name of road: The Allentown Railroad Company.

By whom operated: Philadelphia and Reading Railroad Company.

The general offices of the company are located at 227 South Fourth street, Philadelphia.

For information concerning this report, address John Welch, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Allentown Railroad Company. Chartered April 19, 1853.

CAPITAL STOCK.

Amount authorized by law,	\$2,000,000 00
Amount subscribed,	1,414,200 00
Amount now paid in, common,	1,268,884 47
Number of shares issued, full paid,	22,917
Amount paid in on each share issued,	50 00
Par value of each share,	50 00

DEBT.

Unfunded debt as per last report,	\$942 45
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COST.

Costs of roads owned to November 30, 1887,	\$1,084,652 71
Total cost of road owned to date,	1,084,652 71
Average of same per mile, 4.5,	241,033 94

CHARACTERISTICS OF ROAD.

MAIN LINE.

	MILES.
Length of main line, from Topton to Kutztown,	4.50
Length of single main track,	4.50

SUMMARY.

Length of main line,	4.50
Total length of roads owned, leased and operated,	4.50
Length of sidings and other tracks not above enumerated,40
Length of all tracks,	4.90

GAUGE.

Gauge of lines,	4ft. 8½ in.
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TRACK.

Miles of track laid with iron rail on lines owned, leased or operated,	4.90
Weight of rail per yard, iron,	64 and 68 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	1
Wooden bridges, number of, 1; aggregate length,	17 feet

STATIONS,

[At which the company maintains agencies.]

Number of stations on main line, passenger and freight,	2
Number of engine houses and shops owned by the company,	1
Value of real estate held by the company, exclusive of roadway,	\$23,509 43

Material of foundation upon which track is laid: Wooden cross ties—ashes and cinder ballast.

EQUIPMENT.

Furnished by Philadelphia and Reading Railroad Company.

EARNINGS—SUMMARY.

Rental from Philadelphia and Reading Railroad Company,	\$2,403 78
Miscellaneous,	238 41
Total,	<u>\$2,642 19</u>

EXPENSES—SUMMARY.

General expenses,	<u>\$247 10</u>
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GENNRAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$1,061,143 28
Real estate,	23,509 43
Cash,	389 28
Sundry debits,	6,713 43
Profit and loss,	189,874 42
	<u>\$1,281,629 84</u>

LIABILITIES.

Capital stock,	\$1,268,884 47
Sundry credits,	12,745 37
	<u>\$1,281,629 84</u>

ALLENTOWN TERMINAL RAILROAD COMPANY.

TO NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Austin Corbin,	President,	Philadelphia, Pa.
A. A. McLeod,	Vice President,	Philadelphia, Pa.
W. R. Taylor,	Secretary,	Philadelphia, Pa.
W. A. Church,	Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
A. A. McLeod,	227 South Fourth street, Philadelphia.	George F. Baer,	Reading.
Albert Foster,	227 South Fourth street, Philadelphia.	J. R. Maxwell,	119 Liberty street, New York.
John S. Harris,	224 South Third street, Philadelphia.	George F. Baker,	First National Bank, New York.

Date of annual meeting for election of directors, first Monday in May.

GENERAL INFORMATION.

Name of road : The Allentown Terminal Railroad Company.

The general offices of the company are located at 227 South Fourth street, Philadelphia.

For information concerning the report, address W. A. Church, treasurer, 227 South Fourth street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Allentown Railroad Company. Date of charter, August 20, 1888.

Road in course of construction.

CAPITAL STOCK.

Amount authorized by law,	\$450,000 00
Amount authorized by votes of company,	450,000 00
Amount subscribed,	450,000 00
Amount now paid in, common,	225,000 00
Number of shares issued,	9,000
Amount paid in on each share,	25 00
Par value of each share,	50 00

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Cash,	\$67,716 55
Stocks and bonds,	94,022 37
Real estate,	62,009 00
Sundries,	1,252 08
	<u>\$225,000 00</u>
LIABILITIES.	
Stock,	<u>\$225,000 00</u>

ARNOT AND PINE CREEK RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Samuel Hines,	President,	Scranton, Pa.
Augustus R. Macdonough,	Secretary,	New York city, N. Y.
Edward White,	Treasurer,	New York city, N. Y.
W. J. Murphy,	General Superintendent,	Jersey City, N. J.
E. F. Knibloe,	Division Superintendent,	Blossburg, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
M. F. Elliott,	Wellsboro', Pa.	J. L. Higgins,	Arnot, Pa.
A. E. Botsford,	Blossburg, Pa.	Samuel Hines,	Scranton, Pa.
J. C. Peck,	Blossburg, Pa.	Samuel M. Felton,	New York city, N. Y.

Date of annual meeting for election of directors, second Tuesday in July.

GENERAL INFORMATION.

Name of road : The Arnot and Pine Creek Railroad.

By whom operated : The Tioga Railroad Company.

By what authority : Under a lease.

With what other companies consolidated : None.

The general offices of the company are located at Blossburgh, Pa.

For information concerning this report, address A. R. Macdonough, Secretary, post-office box 839, New York city.

How are the passenger cars on your road heated, lighted and ventilated ? By stoves ; oil lamps ; at top and sides.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized under the general railroad act of Pennsylvania.

Certificate filed January 12, 1881.

Leased to the Tioga Railroad Company, by lease dated March 6, 1883, for the term of ninety-seven years from July 1, 1882, at a yearly rent of \$12,750.

CAPITAL STOCK.

Amount authorized by law,	\$120,000 00
Amount authorized by votes of company,	135,000 00
Amount subscribed,	255,000 00
Amount now paid in, common,	255,000 00
Number of shares issued,	2,550
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

UNFUNDED DEBT.

Total cash realized from capital stock and debt, \$255,000 00

COST.

Cost of roads owned to December 31, 1887, \$257,522 01
 Average of same per mile of road laid, 21,761 19
 Average of same per mile of single track, 21,761 19
 Proportion of same for Pennsylvania: The whole equipment is furnished by lessee.
 Total cost of roads and equipment, 257,522 01
 Proportion of same for Pennsylvania: The whole.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Arnot to Hoytville,	11,834	11,834
Length of single main track,	11,834	11,834
Length of sidings,	4,663	4,663
SUMMARY.		
Length of main line,	11,834	11,834
Total length of all roads owned, leased and operated,	11,834	11,834
Length of sidings and other tracks not above enumerated,	4,663	4,663
Length of all tracks,	16,497	16,497

GAUGE.

Gauge of lines, 4 ft. 8½ in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with iron rail on lines owned, leased or operated,	16,497	16,497

Weight of rail per yard, iron, 56 to 60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 11,834; in Pennsylvania, 11,834
 Number of miles of wire, 11,834; in Pennsylvania, 11,834

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 14
 Wooden bridges, number of, 4; aggregate length, 218 feet.
 Wooden trestles, number of, 10; aggregate length, 403 feet.
 Total length of bridges and trestles, 621 feet.

CROSSINGS.

Number of crossings of highways, at grade, in this Commonwealth, 6
 Number of crossings at which there are neither gates nor flagmen, 6

Statement of regulations governing employes in regard to these crossings: Locomotive whistle is blown and bell rung when approaching and till over crossing.

CHARACTERISTICS OF ROAD—CONTINUED.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight combined, .	3	3
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	1	1

Material of foundation upon which track is laid : Gravel and loam.

EQUIPMENT.

Furnished by lessee.

EXPENSES—SUMMARY.

The accounts of this road are merged in those of the lessee, the Tioga Railroad Company. Reference is made to the report of that company for statement as to the operations, earnings, expenditures and equipment of the lessor road, and as to accidents occurring on it.

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Cost of road,	\$257,522 01
	<u>\$257,522 01</u>
LIABILITIES.	
Capital stock,	\$255,000 00
Floating debt,	2,522 01
	<u>\$257,522 01</u>

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year : January 1, 1888, 2½ per cent. ; July 1, 1888, 2½ per cent.

Paid in dividends : Cash,	\$12,750 00
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ACCIDENTS TO PERSONS.

See report of the Tioga Railroad Company, which includes accidents on this line.

BALD EAGLE VALLEY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
L. A. Mackey,	President,	Lock Haven, Pa.
Albert Hewson,	Secretary,	Philadelphia, Pa.
Taber Ashton,	Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
A. G. Curtin,	Bellefonte, Pa.	G. B. Roberts,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.	N. Parker Shortridge,	Wynnewood, Pa.
John P. Green,	Philadelphia, Pa.	Henry D. Welsh,	Philadelphia, Pa.
John Irwin, Jr.,	Bellefonte, Pa.	Wm. L. Elkins,	Philadelphia, Pa.
C. A. Mayer,	Lock Haven, Pa.	Olwin H. Reighard,	Williamsport, Pa.
Wistar Morris,	Philadelphia, Pa.		

Date of annual meeting for election of directors, second Tuesday in April.

GENERAL INFORMATION.

Name of road: Bald Eagle Valley Railroad Company.

By whom operated: Pennsylvania Railroad Company.

By what authority: Lease for 99 years, from December 7, 1864.

With what other companies consolidated: Bellefonte and Snow Shoe Railroad Company, and the Moshannon Railroad Company.

Date of consolidation: March 22, 1881.

The general offices of the company are located at 233 South Fourth street, Philadelphia.

For information concerning this report, address T. Ashton, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Tyrone and Lock Haven Railroad Company was incorporated February 21, 1857. Sold under foreclosure of mortgage January 29, 1861.

The Bald Eagle Valley Railroad Company was incorporated March 25, 1861.

CAPITAL STOCK.

Amount authorized by law,	\$2,000,000 00
Amount authorized by votes of company,	935,000 00
Amount subscribed,	935,000 00
Amount now paid in, common,	935,000 00
Number of shares issued,	18,700
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due January 1, 1910; bear interest at 6 per cent., which is payable January 1 and July 1), amount,	\$368,000 00
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UNFUNDED DEBT.

Total amount of funded and unfunded debt,	\$368,000 00
Funded debt as per last report,	\$372,000 00
Total cash realized from capital stock and debt,	\$1,335,000 00

COST.

Cost of roads owned to December 31, 1887,	\$1,341,259 61
Cost of additions for the year ending December 31, 1888,	12,510 49
Total cost of roads owned to date,	\$1,353,770 10

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penna.
Length of main line, from Vail to Lock Haven,	51.20	51.20
Length of single main track,	51.20	51.20
BRANCHES.		
Bellefonte branch, from Milesburg to Bellefonte,	2.99	2.99
Snow Shoe Branch, from Snow Shoe Intersection to Per Se.,	22.22	22.22
Sugar Camp branch, from Sugar Camp Intersection to Sugar Camp Mines,	3.12	3.12
SUMMARY.		
Length of main line,	51.20	51.20
Length of branches owned by the company,	28.33	28.33
Total length of all roads owned, leased and operated,	79.53	79.53
Length of sidings and other tracks not above enumerated,	11.88	11.88
Length of all tracks,	91.41	91.41

GAUGE.

Gauge of lines,	4 ft. 9 ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENNA.
Miles of track laid with steel rail on lines owned, leased or operated,	77.77	77.77
Miles of track laid with iron rail on lines owned, leased or operated,	13.64	13.64

Weight of rail per yard, { Steel,	50 to 67 lbs.
{ Iron,	45 to 60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 71 $\frac{3}{10}$; in Pennsylvania,	71 $\frac{3}{10}$
Number of miles of wire, 78; in Pennsylvania,	78

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	61
Wooden bridges, number of, 43; aggregate length,	536 feet.
Iron bridges, number of, 11; aggregate length,	720 feet.
Wooden trestles, number of, 7; aggregate length,	1,623 feet.
Total length of bridges and trestles,	2,879 feet.

CROSSINGS.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Beech Creek, Clearfield and Southwestern railroad, at 3,500 feet west of Mill Hall (under); Beech Creek, Clearfield and Southwestern railroad, at 4 miles 3,403 feet west of Snow Shoe (under); Beech Creek, Clearfield and Southwestern railroad, at two miles west of Sugar Camp Junction (over).

CHARACTERISTICS OF ROAD—CONTINUED.

Number of crossings of highways, at grade, in this Commonwealth,	66
Number of crossings of highways, over railroad,	1
Number of crossings at which there are neither gates nor flagmen, .	66

STATIONS.	TOTAL.	IN PENNA.
Number of stations on main line, { Passenger, 11 } { Freight, 10 }	11	11
Number of stations on branches, { Passenger, 3 } { Freight, 3 }	3	3
Number of engine houses and shops owned by the company,	2	2
Number of fuel and water stations on main line,	4	4
Number of fuel and water stations on branches,	4	4

Material of foundation upon which track is laid: White oak ties and stone ballast.

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road, land or land damages, and passenger and freight houses,	\$12,510 49
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STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: February 1, 1888, 5 per cent.; August 1, 1888, 5 per cent.

Paid in dividends: Cash,	\$93,500 00
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BALTIMORE AND HARRISBURG RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888

OFFICERS.

NAMES.	OFFICE.	RESIDENCES.
A. W. Eichelberger,	President,	Hanover, Pa.
R. M. Wirt,	Treasurer,	Hanover, Pa.
J. D. Whittington,	Auditor,	Baltimore, Md.
J. M. Hood,	{ Chief Engineer,	Baltimore, Md.
	{ General Manager,	
	{ General Superintendent,	
H. D. Scott,	Division Superintendent.	Hanover, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. M. Hood,	Baltimore, Md.	Daniel Hoover,	Waynesboro', Pa.
W. S. Raynor.,	Baltimore, md.	J. W. McPherson,	Shippensburg, Pa.
David Wills,	Gettysburg, Pa.	C. W. Slagle,	Baltimore, Md.
R. M. Wirt,	Hanover, Pa.	W. H. Vickery,	Baltimore, Md.
C. W. Humrichouse,	Williamsport, Md.	Jerome L. Boyer,	Columbia, Pa.

GENERAL INFORMATION.

Name of road : Baltimore and Harrisburg Railway Company.
By whom operated : Western Maryland Railroad Company.
The general offices of the company are located at Hanover, Pa.
For information concerning this report, address John S. Harden, Treasurer, Baltimore, Md.
How are the passenger cars on your road heated, lighted and ventilated? Spear's stove; 300° oil; Creamer's patent ventilators.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Consolidation, October, 1886, of the Hanover Junction, Hanover and Gettysburg, Bachman Valley of Pennsylvania, and Baltimore and Hanover Railroad Companies. The first named company was a consolidation, September 1, 1874, of the Hanover Branch Railroad Company and the Susquehanna, Gettysburg and Potomac Railroad Companies, the former chartered March 16, 1847, and road opened from Hanover Junction to Hanover, Pa., 12.5 miles, October 22, 1852, the latter chartered as Gettysburg Railroad Company June 9, 1838, name changed in 1856, and road opened from Gettysburg to Hanover, 17.5 miles, December 1, 1858. The consolidated company extended the road from Gettysburg to Marsh Creek, 3.5 miles, in 1884, and from Marsh Creek to Orrtanna, 4.5 miles, in 1885. The Bachman Valley Railroad Company of Pennsylvania was chartered May 30, 1871, and road opened from Valley Junction, Pa., to Maryland State line, 9 miles, December 2, 1872. The Baltimore and Hanover Railroad Company was chartered in August, 1877, and road opened from Maryland State line to Ebbvale, Maryland, 20 miles, December 1, 1879. The Bachman Valley Railroads of Pennsylvania and Maryland, the Baltimore and Han-

3 RAILROADS.

over Railroad and the Berlin Branch Railroad were operated by the Hanover Junction, Hanover and Gettysburg Railroad Company. On the 1st of November, 1886, the consolidated Baltimore and Harrisburg railroad was leased for 99 years to the Western Maryland Railroad Company.

CAPITAL STOCK.

Amount authorized by law,	\$720,000 00
Amount now paid in, common, \$690,900; special or preferred, \$29,100,	720,000 00
Number of shares issued,	14,400
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Hanover Junction, Hanover and Gettysburg Railroad bonds (due June 1, 1895; bear interest at 6 per cent., which is payable January and July), amount,	\$42,000 00
Bachman Valley Railroad bonds (due April 1, 1892; bear interest at 5 per cent., which is payable April and October), amount,	45,000 00
Baltimore and Harrisburg Railroad bonds (due January 1, 1899; bear interest at 6 per cent., which is payable January and July), amount,	120,000 00
Baltimore and Harrisburg Railway bonds (due November 1, 1936; bear interest at 5 per cent., which is payable May and November), amount,	483,000 00
Total amount of funded debt,	\$690,000 00

COST.

Total cost of roads owned to date,	\$1,459,892 01
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CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Emory Grove, Md., to Orrtanna, Pa., . . .	58.70	39.60
BRANCHES.		
Bachman Valley Branch, from Intersection to State Line, length of road,	1.30	1.30
Hanover Junction Branch, from Valley Junction to Hanover Junction, length of road,	6.00	6.00
SUMMARY.		
Length of main line,	58.70	39.60
Length of branches owned by the company,	7.30	7.30
Length of operated roads,	12.00	7.00
Total length of all roads owned, leased and operated,	78.00	53.90
Length of sidings and other tracks not above enumerated,	10.60	8.30
Length of all tracks,	88.60	62.20

GAUGE.

Gauge of lines,	4ft. 8½ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	51.20	32.10
Miles of track laid with iron rail on lines owned, leased or operated,	37.40	30.10

CHARACTERISTICS OF ROAD—CONTINUED.

Weight of rail per yard,	{ Steel,	56 and 60 lbs.
	{ Iron,	56 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company in Pennsylvania,	49
Wooden bridges, number of, 36; aggregate length,	835 feet
Stone bridges, number of, 10; aggregate length,	400 feet
Iron bridges, number of, 2; aggregate length,	174½ feet
Wooden trestles, number of, 1; aggregate length,	196 feet
Total length of bridges and trestles,	1,605½ feet

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth :
Hanover and York Railroad at Hanover, Pa. ; Gettysburg and Harrisburg Railroad at Gettysburg, Pa.

Number of crossings of highways at grade, in this Commonwealth,	82
Number of crossings of highways over railroad,	3
Number of crossings at which there are neither gates nor flagmen,	82

Statement of regulations governing employes in regard to these crossings :
Enginemen are required to sound the whistle 1,650 feet from crossings, and the engine bell is rung ¼ mile before reaching crossing and until it is passed.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	24	13
Number of stations on branches passenger, 3; freight, 4,	7	7
Number of engine houses and shops owned by the company,	6	5
Number of fuel and water stations on main line,	8	6
Number of fuel and water stations on branches,	2	2

Material of foundation upon which track is laid : Earth and stone ballast.

EQUIPMENT.

Locomotives,	9
Passenger ears, first class,	7
Passenger cars, first class, combined,	1
Passenger cars, second class, combined,	1
Total passsenger ears,	9
Baggage and express ears,	3
Freight cars, 8-wheel,	90
Cars, roadway department, 8-wheel,	2
Cars, roadway department, 4-wheel,	8
Hand cars and hand trucks,	28
Train brake in use : Westinghouse improved automatic, . . . . .	.
Average number of cars in passenger trains, including mail, express and baggage cars,	3
Average number of cars in freight trains,	11

EMPLOYES.

Average number of persons regularly employed by company, including officials,	171
Same in Pennsylvania,	146

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	117,907
Number of miles run by freight and ballast trains,	88,300
Total number of miles run,	206,207
Number of passengers carried one mile in Pennsylvania,	1,996,754
Number of tons of 2,000 pounds of through freight for the year on main road, and number of tons of 2,000 pounds of local freight for the year,	77,052
Number of tons of freight carried one mile,	1,180,882
Number of tons of freight carried one mile in Pennsylvania,	1,180,882
Gross amount of tonnage for the year (2,000 lbs. per ton),	77,052
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour),	22
Average rate of speed adopted by express trains, including stops, (miles per hour),	26
Average rate of speed adopted by freight trains, including stops, (miles per hour),	10

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	11,661	Live stock,	4,199
Bituminous coal and coke,	1,856	Lumber,	11,930
Iron and other ores,	4,383	Other articles,	29,037
Stone and lime,	10,079		
Agricultural products, grain, . .	3,907	Total,	77,052

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal and local freight and coal, average per ton per mile,	3 ⁷ / ₁₀₀ cents
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EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
October, 1887.	9,414	198,062	\$2,556 62	9,414	198,062	\$2,556 62
November, 1887.	5,917	102,401	1,898 78	5,917	102,401	1,898 78
December, 1887.	7,374	102,992	2,051 14	7,374	102,992	2,051 14
January, 1888.	4,578	55,520	1,591 31	4,578	55,520	1,591 31
February, 1888.	5,585	67,266	1,636 06	5,585	67,266	1,636 06
March, 1888.	6,406	72,841	1,936 42	6,406	72,841	1,936 42
April, 1888.	5,426	95,862	1,921 55	5,426	95,862	1,921 55
May, 1888.	7,635	119,097	2,128 06	7,635	119,097	2,128 06
June, 1888.	8,274	164,893	2,734 48	8,274	164,893	2,734 48
July, 1888.	13,398	269,499	3,557 96	13,398	269,499	3,557 96
August, 1888.	21,725	516,730	4,668 45	21,725	516,730	4,668 45
September, 1888.	13,275	231,591	3,188 46	13,275	231,591	3,188 46
Total.	109,007	1,996,754	\$29,869 29	109,007	1,996,754	\$29,869 29

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:
For first class through passengers and first class way passengers, average, 1 $\frac{1}{2}$ ¢ cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
October, 18-7.	6,220	82,686	\$2,680 63	6,220	82,686	\$2,680 63
November, 1887.	5,856	82,234	2,669 19	5,856	82,234	2,669 19
December, 1887.	5,246	85,660	2,567 47	5,246	85,660	2,567 47
January, 1888.	4,311	78,438	2,208 97	4,311	78,438	2,208 97
February, 1888.	4,143	72,616	2,050 48	4,143	72,616	2,050 48
March, 1888.	3,672	59,189	2,087 63	3,672	59,189	2,087 63
April, 1888.	6,461	96,632	3,469 57	6,461	96,632	3,469 57
May, 1888.	8,766	134,092	4,046 34	8,766	134,092	4,046 34
June, 1888.	8,126	139,139	4,106 44	8,126	139,139	4,106 44
July, 1888.	5,257	75,019	2,525 38	5,257	75,019	2,525 38
August, 1888.	10,044	158,199	4,127 70	10,044	158,199	4,127 70
September, 1-88.	8,950	116,978	3,733 39	8,950	116,978	3,733 39
Total.	77,052	1,180,882	\$36,273 19	77,052	1,180,882	\$36,273 19

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
October, 1887,	\$209 58	\$100 00	\$159 40	\$468 98
November 1887,	230 56	144 83	153 08	528 47
December, 1887,	230 57	150 00	142 64	523 21
January, 1888,	230 56	75 57	17 76	323 89
February, 1888,	230 57	67 90	18 91	317 38
March, 1888,	230 56	119 90	16 21	366 67
April, 1888,	230 57	111 31	16 58	358 46
May, 1888,	230 56	105 37	19 88	355 81
June, 1888,	230 57	80 00	24 80	335 37
July, 1888,	230 56	200 00	38 58	469 14
August, 1888,	230 56	194 70	25 54	450 80
September, 1888,	213 35	100 00	17 01	330 36
Total,	\$2,728 57	\$1,449 58	\$650 39	\$4,828 54

RECAPITULATION.

Total passenger earning for the year,	\$29,869 29
Total freight earnings for the year,	36,273 19
Total earnings from all other sources,	4,828 54
Total earnings for the year,	<u>\$70,971 02</u>

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Advertising,	\$127 19
Agents and clerks,	3,606 77
Cars, cleaning,	364 54
Car and depot service,	4,160 46
Conductors, baggage masters and brakemen, passenger, \$3,068.69; freight, \$1,946 69; total,	5,015 38
Expenses of stations, except labor,	77 51
Heating cars and stations, including lighting of same,	727 64
Incidentals,	590 50
Labor at stations,	707 45
Loss and damage,	59 97
Mail expenses,	132 28
Stationery and printing,	982 45
Superintendents,	1,500 00
Train signals,	30 29
Telegraph expenses,	1,097 46
Wrecks, clearing,	11 69
Total,	<u>\$19,191 58</u>

MOTIVE POWER.

Enginemen and firemen, passenger,	\$2,828 60
Enginemen and firemen, freight,	1,516 44
Engine houses and machine shops, etc., repairs of,	136 13
Fuel for heating,	393 44
Fuel for locomotives,	8,216 21
Incidentals,	94 11
Locomotive furniture and fixtures,	138 99
Locomotives, repairs of,	2,875 17
Oil for locomotives, including waste and tallow,	851 86
Sand for locomotives,	36 00

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

Stationery and printing,	\$9 78
Superintendence,	875 00
Clerks,	420 00
Tools and machinery, repairs of,	499 04
Cleaning locomotives,	852 85
Watchmen,	295 42
Water, wood and coal stations, expenses and repairs of,	911 90
Total,	<u>\$20,950 94</u>

MAINTENANCE OF WAY.

Ballast,	\$77 98
Bridges, repairs of,	350 44
Cars, repairs of (in M. of W. service),	16 07
Depots and buildings, repairs of,	551 18
Cross-ties,	11,042 28
Frogs and switches,	92 83
Incidentals,	181 61
Oil, tallow, waste, etc.,	47 73
Turn-tables,	55 37
Road-bed, repairs of, labor and material,	12,392 20
Snow and ice, removing, also weeds and grass,	2,348 04
Stationery and printing,	1 85
Superintendents and supervisors,	640 00
Tools and repairs of tools,	1,021 83
Watchmen,	1,436 31
Total,	<u>\$30,255 72</u>

MAINTENANCE OF CARS.

Cars, repairs of, freight,	\$1,613 76
Cars, repairs of, passenger, baggage, express and postal,	1,760 28
Oil, tallow, waste, etc.,	45 35
Tools and repairs of tools,	84 85
Couplings,	5 60
Inspecting cars,	213 66
Total,	<u>\$3,723 50</u>

GENERAL EXPENSES.

Incidentals and legal expenses,	\$222 54
Office expenses, repairs and furniture,	37 50
Salaries of officers and clerks,	1,380 00
Stationery and blanks,	36 90
Taxes,	200 23
Insurance,	269 70
Total,	<u>\$2,146 87</u>

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$29,869 29
Freight transportation, local and through,	36,273 19
Mail service, \$2,728.57; express service, \$1,449.58; total,	4,178 15
Miscellaneous,	650 39
Total proportion for Pennsylvania,	<u>\$70,971 02</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$19,191 58
Motive power,	20,950 94
Maintenance of way,	30,255 72
Maintenance of cars,	3,723 50
General expenses,	2,146 87
Total operating expenses, entire line,	<u>\$76,268 61</u>

GENERAL BALANCE SHEET, SEPTEMBER 30, 1888.

ASSETS.

To cost of road and appurtenances,	\$1,379,597 00
Equipment and betterments,	19,000 61
Gettysburg improvement,	720 03
New track,	59,514 43
Material on hand,	1,833 58
Cash on hand,	9,908 11
	<u>\$1,470,573 76</u>

LIABILITIES.

By Bachman Valley Railroad first mortgage bonds,	\$45,000 00
Hanover Junction, Hanover and Gettysburg Railroad first mortgage bonds,	42,000 00
Baltimore and Hanover Railroad first mortgage bond,	120,000 00
Baltimore and Harrisburg Railway first mortgage bonds,	483,000 00
Baltimore and Harrisburg Railway preferred stock,	29,100 00
Capital stock,	659,050 00
Bills payable (for steel rails),	44,500 00
General revenue,	47,923 76
	<u>\$1,470,573 76</u>

EXPRESS COMPANIES.

Names of express companies that run on the road: Adams.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$4,361.52 per annum.

STOCKS AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: $2\frac{1}{2}$ per cent. on \$29,100 preferred stock, May, \$727.50; $2\frac{1}{2}$ per cent. on \$29,100 preferred stock, November, \$727.50.

ACCIDENTS TO PERSONS.

INJURED FROM THEIR OWN MISCONDUCT OR CARELESSNESS.

Employés,	3
Others,	1
Total,	<u>4</u>

BALTIMORE AND CUMBERLAND VALLEY RAILROAD
COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
I. N. Snively,	President,	Waynesboro', Pa.
Joseph Price,	Treasurer,	Waynesboro', Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
I. N. Snively,	Waynesboro', Pa.	Reuben Young,	Hanover, Pa.
Joseph Price,	Waynesboro', Pa.	Jacob S. Good,	Waynesboro', Pa.
Simon Lecron,	Waynesboro', Pa.	I. J. Miller,	Waynesboro', Pa.
J. M. Hood,	Baltimore, Md.		

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : Baltimore and Cumberland Valley Railroad Company.
By whom operated : Western Maryland Railroad Company.
By what authority : Chartered 1878. State of Pennsylvania.
The general offices of the company are located at Waynesboro', Pa.
For information concerning this report, address John S. Harden, treasurer (Western Maryland Railroad Company, lessee), Baltimore, Md.
How are the passenger cars on your road heated, lighted and ventilated ? Spear's stoves ; 300° oil ; Creamer's patent ventilators.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Baltimore and Cumberland Valley Railroad, State Line, Md., to Waynesboro', Pa., 4.55 miles. Chartered in 1878 ; road opened July 5, 1880. Continuation in Pennsylvania of Baltimore and Cumberland Valley Railway, and leased to Western Maryland Railroad Company for interest on bonds.

CAPITAL STOCK.

Amount now paid in,	\$76,700 00
Number of shares issued,	1,534
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due July, 1929 ; bear interest at 6 per cent., which is payable January and July), amount,	\$72,800 00
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DEBT—CONTINUED.

UNFUNDED DEBT.

Total amount of funded and unfunded debt, \$72,800 00

COST.

Total cost of roads owned to date, \$152,432 05

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Maryland State Line to Waynesboro', Pa.,	4.55	4.55
SUMMARY.		
Length of main line,	4.55	4.55
Length of sidings and other tracks not above enumerated,	1.16	1.16
Length of all tracks,	5.71	5.71

GAUGE.

Gauge of lines, 4 ft. 8½ in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	4.55	4.55
Miles of track laid with iron rail on lines owned, leased or operated, sidings,	1.16	1.16

Weight of rail per yard, { Steel, 56 lbs.
 { Iron, 56 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . . 8
 Wooden bridges, number of, 4; aggregate length, 60 feet.
 Iron bridges, number of, 1; aggregate length, 38 feet.
 Wooden trestles, number of, 4; aggregate length, 1,501 feet.
 Total length of bridges and trestles, 1,599 feet.

CROSSINGS.

Number of crossings of highways, at grade, in this Commonwealth, . . . 6
 Number of crossings of highways under railroad, 1
 Number of crossings at which there are neither gates nor flagmen, . . . 6

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 3; freight, 2,	5	5

Material of foundation upon which track is laid : Earth and stone ballast.

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of passengers carried one mile in Pennsylvania, 163,649
 Number of tons of 2,000 pounds of through freight for the year on main road, and number of tons of 2,000 pounds of local freight for the year, 48,988
 Number of tons of freight carried one mile, and number of tons of freight carried one mile in Pennsylvania, 191,070
 Gross amount of tonnage for the year (2,000 pounds per ton), 48,988

DOINGS OF THE YEAR—CONTINUED.

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	309	Live stock,	1,595
Bituminous coal and coke, . . .	13,939	Lumber,	1,180
Iron and other ores,	3,140	Other articles,	23,225
Stone and lime,	61		
Agricultural products, grain, . .	5,539	Total,	48,988

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal, and for local freight and coal, average
per ton per mile, 3 ⁸/₁₀₀ cents.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
October, 1887, . .	3,648	14,282	\$275 18	3,648	14,282	\$275 18
November, 1887, .	2,084	8,120	207 51	2,084	8,120	207 51
December, 1887, .	2,378	9,282	224 72	2,378	9,282	224 72
January, 1888, . .	1,791	6,826	179 34	1,791	6,826	179 34
February, 1888, .	1,903	7,305	193 96	1,903	7,305	193 96
March, 1888, . .	2,979	8,126	212 24	2,979	8,126	212 24
April, 1888, . . .	1,993	7,850	193 86	1,993	7,850	193 86
May, 1888,	3,966	15,622	281 96	3,966	15,622	281 96
June, 1888,	2,199	8,610	221 70	2,199	8,610	221 70
July, 1888, . . .	7,526	27,513	438 91	7,526	27,513	438 91
August, 1888, . .	7,695	30,635	499 93	7,695	30,635	499 93
September, 1888, .	4,805	19,478	323 63	4,805	19,478	323 63
Total,	42,967	163,649	\$3,252 94	42,967	163,649	\$3,252 94

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS
FOLLOWS:

For first class through passengers, average, 1 ⁹⁹/₁₀₀ cents.
For first class way passengers, average, 1 ⁹⁹/₁₀₀ cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	LOCAL FREIGHT.			TOTALS.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
October, 1887, . .	4,544	14,574	\$434 59	4,544	14,574	\$434 59
November, 1887, .	3,450	13,638	454 94	3,450	13,638	454 94
December, 1887, .	3,747	14,923	433 76	3,747	14,923	433 76
January, 1888, . .	5,763	22,982	499 15	5,763	22,982	499 15
February, 1888, .	4,035	15,899	442 76	4,035	15,899	442 76
March, 1888, . . .	3,299	13,098	451 19	3,299	13,098	451 19
April, 1888, . . .	3,237	13,157	497 18	3,237	13,157	497 18
May, 1888,	4,379	17,350	529 20	4,379	17,350	529 20
June, 1888,	3,480	13,327	537 09	3,480	13,327	537 09
July, 1888,	3,303	12,857	509 40	3,303	12,857	509 40
August, 1888, . .	4,356	17,689	490 77	4,356	17,689	490 77
September, 1888, .	5,395	21,576	605 62	5,395	21,576	605 62
Total,	48,988	191,070	\$5,885 65	48,988	191,070	\$5,885 65

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
October, 1887,	\$16 46	\$9 52	\$7 85	\$33 83
November, 1887,	16 46	11 23	6 54	34 23
December, 1887,	16 46	12 59	5 29	34 34
January, 1888,	16 46	6 93	4 82	28 21
February, 1888,	16 46	7 13	4 74	28 33
March, 1888,	16 46	8 79	4 78	30 03
April, 1888,	16 46	9 58	5 04	31 08
May, 1888,	16 46	8 70	7 17	32 33
June, 1888,	16 46	11 24	10 90	38 60
July, 1888,	16 46	13 58	8 86	38 90
August, 1888,	16 46	16 78	7 46	40 70
September, 1888,	16 46	13 22	6 19	35 86
Total,	\$197 51	\$129 29	\$79 64	\$406 44

RECAPITULATION.

Total passenger earnings for the year,	\$3,252 94
Total freight earnings for the year,	5,885 65
Total earnings from all other sources,	406 44
Total earnings for the year,	<u>\$9,545 03</u>

EXPENDITURES FOR OPERATING DURING THE YEAR.

Included in expenses of Western Maryland Railroad Company.

EARNINGS—SUMMARY.

Passenger transportation, local and through, total,	\$3,252 94
Freight transportation, local and through, total,	5,885 65
Mail service, \$197.51; express service, \$129.29; total,	326 80
Miscellaneous,	79 64
Total,	<u>\$9,545 03</u>

EXPRESS COMPANIES.

Names of express companies that run on the road: Adams.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$42.75 per annum per mile.

BALTIMORE AND CUMBERLAND VALLEY RAILROAD EXTENSION COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
David Wills,	President,	Gettysburg, Pa.
T. M. Mahon,	Secretary,	Chambersburg, Pa.
D. J. Foley,	Treasurer,	Baltimore, Md.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
W. L. Chambers,	Chambersburg, Pa.	Stephen Keefer,	Hanover, Pa.
J. P. Culbertson, . . .	Chambersburg, Pa.	George B. Cole,	Shippensburg, Pa.
J. Wilson Humbird, . .	Cumberland, Md.	One vacancy.	
William Grumbine, . . .	Hanover, Pa.		

Date of annual meeting for election of directors, first Tuesday in January.

GENERAL INFORMATION.

Name of road : Baltimore and Cumberland Valley Railroad Extension Company.

By whom operated : Western Maryland Railroad Company.

By what authority : Chartered in 1880, State of Pennsylvania.

The general offices of the company are located at Chambersburg, Pa.

For information concerning this report address John S. Harden, Treasurer (Western Maryland Railroad Company, lessee), Baltimore, Md.

How are the passenger cars on your road heated, lighted and ventilated? Spear's stoves; 300° oil; Creamer's patent ventilators.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Waynesboro', Pa., to Shippensburg, Pa., 26.52 miles; chartered in 1880; road opened to Chambersburg September 5, 1881, and to Shippensburg October 24, 1881. Extended 0.5 mile to a connection, in Shippensburg, with the Harrisburg and Potomac Railroad December 10, 1886. Leased to the Western Maryland Railroad Company for fifty years, from November 1, 1881, for interest on stock and bonds.

CAPITAL STOCK.

Amount authorized by law,	\$230,000 00
Amount authorized by votes of company,	40,000 00
Amount now paid in,	270,000 00
Number of shares issued,	5,400
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due 1931; bear interest at 6 per cent., which is payable January and July), amount,	\$230,000 00
Total amount of funded debt,	\$230,000 00

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$10,481 22
Total amount of unfunded debt,	10,481 22
Total amount of funded and unfunded debt,	\$240,481 22
Total cash realized from capital stock and debt,	\$500,000 00

COST.

Total cost of roads owned to date,	\$510,481 22
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CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Waynesboro', Pa., to Shippensburg, Pa.,	26.52	26.52
SUMMARY.		
Length of main line,	26.52	26.52
Length of sidings and other tracks not above enumerated,	2.01	2.01
Length of all tracks,	28.53	28.53

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rails on lines owned, leased or operated.	26.52	26.52
Miles of track laid with iron rails on lines owned, leased or operated (sidings),	2.01	2.01

Weight of rail per yard,	{ Steel,	56 pounds.
	{ Iron,	56 pounds.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	22
Wooden bridges, number of, 10; aggregate length,	175 feet.
Iron bridges, number of, 4; aggregate length,	334 feet.
Wooden trestles, number of, 12; aggregate length,	3,267 feet.
Total length of bridges and trestles,	3,776 feet.

CROSSINGS.

Railroads crossing lines owned by the company either over or under grade in this Commonwealth: Cumberland Valley Railroad, at Chambersburg, Pa. (under.)	
Number of crossings of highways, at grade, in this Commonwealth,	32
Number of crossings of highways over railroad,	1

CHARACTERISTICS OF ROAD—CONTINUED.

Number of crossings of highways under railroad,	1
Number of crossings at which gates or flagmen are maintained, . .	3
Number of crossings at which there are neither gates nor flagmen, .	29

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, { Passenger, 11 } { Freight, 8 }	11	11
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	1	1

Material of foundation upon which track is laid : Principally stone ballast.

EQUIPMENT.

Operated by Western Maryland Railroad Company.

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of passengers carried one mile in Pennsylvania,	660,933
Number of tons of 2,000 pounds of through freight for the year on main road, and number of tons of 2,000 pounds of local freight for the year,	40,371
Number of tons of freight carried one mile,	732,394
Number of tons of freight carried one mile in Pennsylvania,	732,394
Gross amount of tonnage for the year (2,000 pounds per ton),	40,371

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	2,903	Live stock,	1,214
Bituminous coal and coke, . . .	9,769	Lumber,	813
Iron and other ores,	3,140	Other articles,	17,273
Stone and lime,	1	Total,	40,371
Agricultural products (grain), .	5,258		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal and local freight and coal, average per ton per mile,	1 ⁹⁷ / ₁₀₀ cents.
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
October, 1887, . .	4,281	47,752	\$1,063 93	4,281	47,752	\$1,063 93
November, 1887, .	2,989	36,479	813 03	2,989	36,479	813 03
December, 1887, .	4,355	51,043	1,169 77	4,355	51,043	1,169 77
January, 1888, . .	3,095	36,242	845 03	3,095	36,242	845 03
February, 1888, .	3,153	39,594	899 54	3,153	39,594	899 54
March, 1888, . . .	4,047	46,017	1,109 26	4,047	46,017	1,109 26
April, 1888, . . .	3,922	46,732	1,099 18	3,922	46,732	1,099 18
May, 1888,	4,656	58,333	1,117 41	4,656	58,333	1,117 41
June, 1888,	3,714	41,395	1,020 82	3,714	41,395	1,020 82
July, 1888,	5,305	89,803	1,374 14	5,305	89,803	1,374 14
August, 1888, . . .	8,842	105,843	1,877 97	8,842	105,843	1,877 97
September, 1888, .	4,874	61,700	1,289 91	4,874	61,700	1,289 91
Total,	53,233	660,933	\$13,679 99	53,233	660,933	\$13,679 99

EARNINGS FOR THE YEAR—CONTINUED.

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first class through and way passengers, average, $2\frac{9}{100}$ cents.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
October, 1887, . .	3,095	49,839	\$1,268 20	3,095	49,839	\$1,268 20
November, 1887, .	2,939	44,956	1,061 30	2,939	44,956	1,061 30
December, 1887, .	3,377	63,579	1,211 06	3,377	63,579	1,211 06
January, 1888, . .	4,867	109,452	1,546 10	4,867	109,452	1,546 10
February, 1888, . .	3,792	68,005	1,326 74	3,792	68,005	1,326 74
March, 1888, . . .	2,562	41,441	1,014 97	2,562	41,441	1,014 97
April, 1888,	2,357	40,986	1,017 00	2,357	40,986	1,017 00
May, 1888,	3,702	61,741	1,165 51	3,702	61,741	1,165 51
June, 1888,	2,397	40,130	901 61	2,397	40,130	901 61
July, 1888,	2,607	46,071	983 96	2,607	46,071	983 96
August, 1888, . . .	4,027	77,228	1,433 67	4,027	77,228	1,433 67
September, 1888, .	4,649	88,966	1,476 34	4,649	88,966	1,476 34
Total,	40,371	732,394	\$14,406 46	40,371	732,394	\$14,406 46

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
October, 1887,	\$50 77	\$17 29	\$1 05	\$69 11
November, 1887,	50 77	13 40		64 17
December, 1887,	50 77	15 65	1 10	67 52
January, 1888,	50 77	8 82	50	60 09
February, 1888,	50 77	9 46	1 20	61 43
March, 1888,	50 77	12 26	1 86	64 89
April, 1888,	50 77	15 07	1 00	66 84
May, 1888,	50 77	13 06	1 32	65 15
June, 1888,	50 77	28 04	2 96	81 77
July, 1888,	50 77	23 24	1 50	75 51
August, 1888,	50 77	23 36	4 25	78 38
September, 1888,	50 71	18 40	25	69 36
Total,	\$609 18	\$198 05	\$16 99	\$824 22

RECAPITULATION.

Total passenger earnings for the year,	\$13,679 99
Total freight earnings for the year,	14,406 46
Total earnings from all other sources,	824 22
Total earnings for the year,	\$28,910 67

EXPENDITURES FOR OPERATING DURING THE YEAR.

Included in expense of Western Maryland Railroad Company.

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$13,679 99
Freight transportation, local and through,	14,406 46
Mail service, \$609.18; express service, \$198.05; total,	807 23
Miscellaneous,	16 99
Total,	\$28,910 67

EXPRESS COMPANIES.

Name of express companies that run on the road: Adams.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service: \$42.75 per mile; Waynesboro' to Chambersburg, 14.35 miles.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year:

January, 1888, rental of $3\frac{1}{2}$ per cent.,	\$9,450 00
July, 1888, rental of $3\frac{1}{2}$ per cent.,	9,450 00
	<u> </u>

BALTIMORE AND PHILADELPHIA RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
James B. Washington,	President,	Pittsburgh, Pa.
William M. Clements,	Vice President,	Baltimore, Md.
John C. Farra,	Secretary,	Wilmington, Del.
William H. Ijams,	Treasurer,	Baltimore, Md.
W. T. Thelin,	Auditor,	Baltimore, Md.
William M. Clements,	General Manager,	Baltimore, Md.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
James B. Washington, . .	Pittsburgh, Pa.	William M. Clements, . .	Baltimore, Md.
William M. Canby, . . .	Wilmington, Del.	L. C. Cassidy,	Philadelphia, Pa.
William Canby,	Wilmington, Del.	J. Van Smith,	Philadelphia, Pa.
Victor DuPont,	Wilmington, Del.	Theodore Frothingham, .	Philadelphia, Pa.
J. V. Patton,	Pittsburgh, Pa.		

Date of annual meeting for election of directors, second Tuesday after the first Monday of December.

GENERAL INFORMATION.

Name of road : Baltimore and Philadelphia Railroad Company.

By whom operated : Baltimore and Ohio Railroad Company.

By what authority : Under a traffic agreement which is not in writing.

With what other companies consolidated : Baltimore and Philadelphia Railway Company.

Date of consolidation : February 17, 1883.

The general offices of the company are located at Philadelphia, Pa., and Wilmington, Del.

For information concerning this report, address John C. Farra, Secretary, Wilmington, Del.

How are the passenger ears on your road heated, lighted and ventilated? Cars have been heated by hot water heaters and stoves, but are being rapidly replaced by steam heating apparatus, steam being supplied from engines. Cars are lighted by oil lamps. Ventilated from tops, sides and ends of ears.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Wilmington and Western Railroad Company was organized under laws of State of Delaware, February 5, 1867. Amendments March 10, 1869, March 24, 1871, January 30, 1873, March 3, 1873. Laws of Pennsylvania, April 17, 1869. Amendments March 9, 1872, March 26, 1873, April 13, 1870. This road was sold under a decree of the United States Circuit Court for Delaware, made on March 7, 1877, and

the purchasers organized under the title of Delaware Western Railroad Company. Laws of Pennsylvania, March 24, 1865. Laws of Delaware, February 22, 1877. The Baltimore and Philadelphia Railway Company was organized under letters patent from State of Pennsylvania, January 31, 1883. The Delaware Western Railroad Company existing under the laws of the States of Pennsylvania and Delaware, and the Baltimore and Philadelphia Railway Company, existing under the laws of Pennsylvania, were consolidated on February 17, 1883, under the corporate name of the Baltimore and Philadelphia Railroad Company.

CAPITAL STOCK.

Amount authorized by law,	\$5,000,000 00
Amount authorized by votes of company,	5,000,000 00
Amount subscribed,	5,000,000 00
Amount now paid in, common,	5,000,000 00
Number of shares issued,	100,000
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due April 1, 1933; bear interest at $4\frac{1}{2}$ per cent., which is payable April 1 and October 1), amount,	£1,000,000
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UNFUNDED DEBT.

Total amount of funded and unfunded debt,	£1,000,000
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COST.

Main line is under construction, and cost cannot now be given.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Maryland State Line to Philadelphia, . . .	36.8	15.7
Length of single main track,	36.8	15.7
Length of single main track,	36.8	15.7
BRANCHES.		
Landenberg branch, from West Junction to Landenberg,	14.3	2.0
Wilmington branch, from W. & N. R. R. Junction to Market street, Wilmington,	14.3	2.0
South Side branch, from West Yard, Wilmington, to Third street, Wilmington,	2.6	2.0
	2.6	2.0
	2.3	2.0
	2.3	2.0
SUMMARY.		
Length of main line,	36.8	15.7
Length of branches owned by the company,	19.2	2.0
Total length of all roads owned, leased and operated,	56.0	17.7
Length of second track,	36.8	15.7
Length of sidings and other tracks not above enumerated,	17.3	6.5
Length of all tracks,	110.1	39.9

GAUGE.

Gauge of lines,	4 ft. 8½ in.
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CHARACTERISTICS OF ROAD—CONTINUED.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	87.1	37.5
Miles of track laid with iron rail on lines owned, leased or operated, .	23.0	2.4

Weight of rail per yard,	{ Steel,	67 lbs.
	{ Iron,	56 lbs.

TELEGRAPH LINES.

Number of miles of wire, 167.5 ; in Pennsylvania,	71.1
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The Baltimore and Philadelphia Railroad Company owns no lines of telegraph, but makes use of the lines of the Baltimore and Ohio Telegraph Company.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	43
Wooden bridges, number of, 14 ; aggregate length,	1,906 feet.
Iron bridges, number of, 26 ; aggregate length,	3,094 feet.
Wooden trestles, number of, 3 ; aggregate length,	1,261 feet.
Total length of bridges and trestles,	6,261 feet.

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth : Philadelphia and Reading Railroad, at Gray's Ferry, Philadelphia.

Railroads crossing lines owned by the company, either over or under grade, in this Commonwealth : Chester Creek (under) Railroad, at Upland, Pa.

Number of crossings of highways at grade in this Commonwealth, .	19
Number of crossings of highways over railroad,	10
Number of crossings of highways under railroad,	8
Number of crossings at which gates or flagmen are maintained, . .	8
Number of crossings at which there are neither gates nor flagmen, .	11

Statement of regulations governing employes in regard to these crossings: Two long and two short blasts is the signal for a road crossing, and must invariably be given when passing the whistling posts erected for the purpose, or if no whistling posts, then not nearer than eighty rods, nor farther than one hundred rods from each road crossing ; this signal must also be given in approaching tunnels.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, { Passenger, 14, . {	16	8
Number of stations on branches, . { Freight, 8, . {	10	1
Number of engine houses and shops owned by the company,	3	2
Number of fuel and water stations on main line,	3	1
Number of fuel and water stations on branches,	1	1
Number of tunnels on all lines owned by the company,	1	1
Aggregate length of tunnels,	627	627

Material of foundation upon which track is laid : Cross-ties imbedded in stone ballast.

CHARACTERISTICS OF ROAD—CONTINUED.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	4	\$7,514 00
Passenger cars, first-class,	4	4,625 00
Baggage, mail and express cars,	2	3,925 00
Freight cars, 8 wheel,	29	777 00
Hand cars and hand trucks,	9	50 00

Average number of ears in passenger trains, including mail, express and baggage ears,	4
Average number of cars in freight trains,	20
Average weight of passenger trains, including locomotive and tender, in working order, in tons: No record.	
Average weight of freight trains, including locomotive and tender, in working order, in tons: No record.	

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	716
Same in Pennsylvania,	418

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	480,557
Number of miles run by freight and coal trains,	197,755
Total number of miles run,	678,312
Number of passengers carried one mile in Pennsylvania,	3,027,338
Number of tons of 2,000 pounds of through freight for the year on main road,	1,206,381
Number of tons of 2,000 pounds of local freight for the year,	90,803
Number of tons of freight carried one mile,	40,947,549
Number of tons of freight earried one mile in Pennsylvania,	12,430,506
Gross amount of tonnage for the year (2,000 pounds per ton),	1,297,184
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	25
Average rate of speed adopted by express trains, including stops (miles per hour),	40
Average rate of speed adopted by freight trains, including stops (miles per hour),	15

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	228,545	Agricueultural products,	29,280
Bituminous coal and coke,	490,265	Merchandise and manufactures,	98,208
Petroleum and other oils,	25,890	Live stock,	48,420
Pig iron,	15,740	Lumber,	75,048
Railroad iron,	8,296	Other articles,	153,029
Other iron or castings,	70,495		
Iron and other ores,	5,625	Total,	1,297,184
Stone and lime,	48,343		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

Average rate per ton per mile,	$\frac{615}{1000}$ cents.
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	TOTAL.		
	Passengers.	Miles.	Amount.
October, 1887,	61,570	781,939	\$12,006 10
November, 1887,	49,345	626,681	9,969 06
December, 1887,	52,450	655,625	10,752 29
January, 1888,	48,375	614,362	9,677 25
February, 1888,	49,329	616,612	9,846 05
March, 1888,	50,476	630,950	10,026 96
April, 1888,	50,651	643,268	11,516 76
May, 1888,	79,924	1,134,156	16,415 25
June, 1888,	76,540	931,239	14,678 76
July, 1888,	105,107	1,404,167	20,445 92
August, 1888,	84,997	1,126,504	17,420 51
September, 1888,	72,633	803,905	14,573 00
Total,	781,697	9,972,408	\$157,327 91

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS
FOLLOWS:

Average rate per passenger per mile, $1\frac{5}{10}$ cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TOTAL.		
	Tons.	Miles.	Amount.
October, 1887,	113,813	3,522,949	\$22,120 48
November, 1887,	111,135	3,489,202	21,822 80
December, 1887,	105,250	3,198,783	17,827 59
January, 1888,	88,920	2,789,485	16,795 08
February, 1888,	86,063	2,664,730	16,135 73
March, 1888,	99,515	3,180,046	19,646 47
April, 1888,	105,931	3,168,525	20,229 32
May, 1888,	102,450	3,353,434	21,336 63
June, 1888,	111,767	3,575,484	20,555 65
July, 1888,	104,135	3,298,769	20,632 26
August, 1888,	135,457	4,397,041	27,908 33
September, 1888,	132,748	4,309,101	27,034 05
Total,	1,297,184	40,947,549	\$252,044 39

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
October, 1887,	\$203 87	\$1,179 71	\$40 66	\$1,424 24
November, 1887,	203 87	1,280 94	105 84	1,590 65
December, 1887,	203 87	1,398 77	27 46	1,630 10
January, 1888,	213 30	1,032 00	68 41	1,313 71
February, 1888,	203 87	1,331 95	85 07	1,620 89
March, 1888,	210 19	920 39	88 35	1,218 93
April, 1888,	205 98	885 00	138 31	1,229 29
May, 1888,	205 98	1,321 40	160 85	1,688 23
June, 1888,	226 04	1,023 00	143 42	1,392 46
July, 1888,	205 98	1,698 65	249 13	2,153 76
August, 1888,	205 98	1,149 49	228 81	1,584 28
September, 1888,	205 98	1,188 81	101 77	1,496 56
Total,	\$2,494 91	\$14,410 11	\$1,438 08	\$18,343 10

EARNINGS FOR THE YEAR—CONTINUED.

RECAPITULATION.

Total passenger earnings for the year,	\$157,327 91
Total freight earnings for the year,	252,044 39
Total earnings from all other sources,	18,343 10
Total earnings for the year,	<u>\$427,715 40</u>
Total receipts from all sources on whole length of line,	<u>\$427,715 40</u>

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Road in course of construction.

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Agents and clerks,	\$21,180 46
Baggage masters,	6,270 15
Brakemen,	16,083 96
Cleaning engines and cars,	16,346 72
Conductors and train agents,	18,243 75
Dispatchers and yard masters,	5,262 35
Foreign agencies,	12,433 60
Heating cars,	772 87
Heating stations,	1,684 06
Incidentals,	5,563 14
Labor at stations,	13,262 96
Lighting cars,	543 22
Lighting stations,	1,653 31
Oil for locomotives, cars and signals,	11,797 82
Stationery, printing and advertising,	5,038 49
Superintendents,	2,995 43
Switchmen and yard crews,	15,052 05
Crossing flagmen,	14,727 82
Lighterage and towage,	403 79
Telegraph operators and superintendents,	8,587 86
Total,	<u>\$177,903 81</u>

MOTIVE POWER.

Enginemen and firemen, passenger,	\$27,655 95
Enginemen and firemen, freight,	15,226 53
Fuel for heating,	251 30
Fuel for locomotives,	60,311 66
Pumping water,	2,533 35
Locomotives, repairs of,	56,850 07
Tools and machinery, repairs of,	2,538 28
Water, wood and coal stations, expenses and repairs of,	494 20
Total,	<u>\$165,861 34</u>

MAINTENANCE OF WAY.

Ballast,	\$1,685 67
Bridges, repairs of,	18,195 07
Cross-ties and repairs of railway,	2,266 95
Repairs of depots and buildings,	6,165 41
Rails, steel,	440 39
Road bed, repairs of, labor and material,	38,379 57

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

Snow and ice, removing,	\$278 01
Telegraph, repairs of,	2,775 39
Watchmen,	1,022 00
Total,	<u>\$71,208 46</u>

MAINTENANCE OF CARS.

Cars, repairs of freight,	\$29,371 50
Cars, repairs of passenger, baggage, express and postal,	14,035 32
Preparing fuel and filling tenders,	3,334 97
Incidentals,	424 90
Fuel for shops,	1,867 07
Watchmen,	1,090 16
Total,	<u>\$50,123 92</u>

GENERAL EXPENSES.

General expenses,	\$8,116 64
Incidentals and legal expenses,	2,571 86
Taxes on real estate,	25,727 45
Losses by accident,	9,901 16
Total,	<u>\$46,317 11</u>

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$157,327 91
Freight transportation, local and through,	252,044 39
Mail service, \$2,494.91; express service, \$14,410.11; total,	16,905 02
Miscellaneous,	1,438 08
Total,	<u>\$427,715 40</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$177,903 81
Motive power,	165,861 34
Maintenance of way,	71,208 46
Maintenance of cars,	50,123 92
General expenses,	46,317 11
Total operating expenses,	<u>\$511,414 64</u>
Operating expenses, 119.57 per cent. of earnings.	
Deficit,	<u>\$83,699 24</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of road,	\$9,840,000 00
Rolling power,	79,389 00
Profit and loss, deficit,	130,322 10
	<u>\$10,049,711 10</u>

LIABILITIES.

Capital stock,	\$5,000,000 00
First mortgage bonds, £1,000,000 at \$11.84,	4,840,000 00
Advances from corporations,	209,711 10
	<u>\$10,049,711 10</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : The United States Express Company ; the Baltimore and Ohio Railroad Company furnishes cars and motive power ; 40 per cent. of gross receipts are taken by Baltimore and Ohio for its services.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates : Pullman's Palace Car Company operates sleeping and parlor cars, on mileage basis ; sleeping and parlor car rates made by Pullman Company ; dining cars operated by Baltimore and Ohio ; meals, dinner, \$1.00 ; supper, 75 cents.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service : \$42.75 per mile per annum, for six trips a week, in furnished mail apartment.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Employees,	17	1	10	1	28
Others,	7	5	7	12
Total,	17	8	15	8	40

BANGOR AND PORTLAND RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
C. Miller,	President,	Blairstown, N. J.
D. C. Blair,	Vice President,	Blairstown, N. J.
G. W. Mackey,	Secretary,	Bangor, Pa.
John I. Miller,	Treasurer,	Portland, Pa.
W. M. Bennett,	Auditor,	Bangor, Pa.
G. W. Mackey,	General Solicitor,	Bangor, Pa.
E. G. Wire,	Chief Engineer,	Belvidere, N. J.
C. Miller,	General Manager,	Blairstown, N. J.
J. J. Heintzelman,	Division Superintendent,	Nazareth, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John I. Blair,	Blairstown, N. J.	John Buzzard,	Bangor, Pa.
C. Miller,	Blairstown, N. J.	Joseph Bray,	East Bangor, Pa.
D. C. Blair,	Belvidere, N. J.	Jonathan Moore,	Portland, Pa.
G. W. Mackey,	Bangor, Pa.	John I. Miller,	Portland, Pa.
J. E. Long,	Bangor, Pa.		

Date of annual meeting for election of directors, second Tuesday in May.

GENERAL INFORMATION.

Name of road : Bangor and Portland Railway Company.

By whom operated : Bangor and Portland Railway Company.

By what authority : Under the general railroad law, act of 1868, and its various supplements.

With what other companies consolidated : None.

The general offices of the company are located at Bangor, Pa.

For information concerning this report, address C. Miller, President.

How are the passenger cars on your road heated, lighted and ventilated? With ordinary stove; oil.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of organization was May 19, 1879.

Name of company was Bangor and Portland.

Construction of road was completed during the year 1880.

CAPITAL STOCK.

Amount authorized by law,	\$325,100 00
Amount authorized by votes of company,	3,251 00
Amount subscribed,	325,100 00
Amount now paid in, common,	121,100 00
Number of shares issued,	1,211
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

Fifty year first mortgage bonds (due January 1, 1930 ; bear interest at 6 per cent., which is payable January 1st and July 1st), amount,	\$317,600 00
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UNFUNDED DEBT.

Total amount of funded and unfunded debt,	\$317,600 00
Funded debt as per last report,	\$306,600 00
Total cash realized from capital stock and debt,	\$438,700 00

COST.

Cost of roads owned to December 31, 1887,	\$345,600 00
Cost of additions for the year ending December 31, 1888,	7,900 00
Total cost of roads owned to date,	\$353,500 00
Average of same per mile of road laid,	\$8,550 93
Average of same per mile of single track,	8,550 93
Proportion of same for Pennsylvania,	8,550 93
Cost of equipment owned to December 31, 1887,	82,100 00
Cost of equipment additions for the year ending December 31, 1888,	3,100 00
Total cost of equipment owned,	85,200 00
Average cost of equipment per mile of road owned by the company,	2,004 23
Average cost of equipment per mile of road operated by company,	2,004 23
Proportion of same for Pennsylvania,	2,004 23
Cost of road and equipment per mile (of road owned by company),	10,555 16
Proportion of same for Pennsylvania,	10,555 16
Total cost of roads and equipment,	438,700 00
Proportion of same for Pennsylvania,	438,700 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Portland to Nazareth, Pa., single main track,	27.97	27.97
BRANCHES.		
Martin's Creek branch, from Nazareth Junction to Martin's Creek, length of single track,	4.54	4.54
SUMMARY.		
Length of main line,	27.97	27.97
Length of branches owned by the company,	4.54	4.54
Length of sidings and other tracks not above enumerated,	10.00	10.00
Length of all track,	42.51	42.51

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	32.51	32.51
Miles of track laid with iron rail on lines owned, leased or operated, .	10.00	10.00
Weight of rail per yard, { Steel,		56 lbs.
	{ Iron,	56 lbs.

CHARACTERISTICS OF ROAD—CONTINUED.

TELEPHONE LINES.

Length of lines in miles, 33 ; in Pennsylvania,	33
Number of miles of wire, 33 ; in Pennsylvania,	33

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	23
Wooden bridges, number of, 15 ; aggregate length,	170 feet.
Iron bridges, number of, 6 ; aggregate length,	595 feet.
Wooden trestles, number of, 2 ; aggregate length,	250 feet.
Total length of bridges and trestles,	1,015 feet.

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth :
Wind Gap and Delaware railroad, at Bangor, Pa.

Number of crossings of highways, at grade, in this Commonwealth,	27
Number of crossings of highways over railroad,	3
Number of crossings of highways under railroad,	1

Statement of regulations governing employé's in regard to these crossings : Ring the bell and blow the whistle.

STATIONS.	TOTAL.	IN PENN'A.
Number stations on main line, passenger and freight,	12	12
Number of stations on branches, passenger and freight,	1	1
Number of engine houses and shops owned by the company,	2	2
Number of fuel and water stations on main line,	3	3

Material of foundation upon which track is laid : Slate and gravel.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	5	\$7,000 00
Total passenger cars,	6	3,183 33
Baggage, mail and express cars,	5	2,700 00
Freight cars, 8-wheel,	43	400 00
Hand cars and hand trucks,	8	50 00

Train brake in use : Westinghouse air brake and hand brake.	
Average number of cars in passenger trains, including mail, express and baggage cars,	2
Average number of cars in freight trains,	12

EMPLOYES.

Average number of persons regularly employed by company, in- cluding officials,	78
Same in Pennsylvania,	78

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	46,406
Number of miles run by freight and coal trains,	35,406
Total number of miles run,	81,812
Number of passengers carried one mile in Pennsylvania,	634,620
Net cost per mile for each passenger carried,	18 cents.

Number of tons of 2,000 pounds of through freight for the year on main road, and number of tons of 2,000 pounds of local freight for the year,	106,208
Number of tons of freight carried one mile,	1,062,080
Number of tons of freight carried one mile in Pennsylvania,	1,062,080
Gross amount of tonnage for the year (2,000 pounds per ton,)	106,208
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	15
Average rate of speed adopted by freight trains, including stops (miles per hour),	10

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.			
Anthracite coal,	28,800	Merchandise and manufactures,	1,309
Bituminous coal and coke,	68	Live stock,	822
Petroleum and other oils,	170	Lumber,	4,660
Pig iron,	100	Other articles,	215
Railroad iron,	25	Slate,	67,732
Other iron or castings,	280		
Stone and lime,	1,140	Total,	106,208
Agricultural products,	887		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.	
For through freight and through coal, per ton per mile,	6 ⁸ / ₁₀ cents.
For local freight and local coal, per ton per mile,	6 ⁸ / ₁₀ cents.

EARNINGS FOR THE YEAR.	
FROM TRANSPORTATION OF PASSENGERS.	
January, 1888,	\$1,046 72
February, 1888,	927 39
March, 1888,	961 43
April, 1888,	1,029 62
May, 1888,	1,007 40
June, 1888,	1,182 41
July, 1888,	1,229 51
August, 1888,	1,301 26
September, 1888,	1,217 82
October, 1888,	1,772 19
November, 1888,	1,101 92
December, 1888,	1,224 61
Total,	\$14,002 28

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:	
For first class through passengers,	2 ² / ₁₀ cents.

FROM TRANSPORTATION OF FREIGHT.	
January, 1888,	\$5,071 29
February, 1888,	4,441 74
March, 1888,	5,383 28
April, 1888,	5,624 28
May, 1888,	5,718 93
June, 1888,	6,092 47
July, 1888,	6,218 16
August, 1888,	6,562 41
September, 1888,	6,643 54
October, 1888,	7,741 62
November, 1888,	6,423 27
December, 1888,	6,284 03
Total,	\$72,205 02

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888,		\$88 43		
February, 1888,		70 32		
March, 1888,		89 31		
April, 1888,		74 58		
May, 1888,		73 49		
June, 1888,		57 44		
July, 1888,		82 55		
August, 1888,		64 49		
September, 1888,		64 08		
October, 1888,		97 73		
November, 1888,		79 86		
December, 1888,		96 49		
Total,	\$1,303 50	\$938 77	\$18 15	\$2,260 42

RECAPITULATION.

Total passenger earnings for the year,	\$14,002 28
Total freight earnings for the year,	72,205 02
Total earnings from all other sources,	2,260 42
Total earnings for the year,	\$88,467 72
Total receipts from all sources on whole length of line,	\$99,467 72
Proportion of earnings in Pennsylvania to earnings of whole line,	99,467 72

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Extension or alteration of road,	\$3,440 41
Land or land damages,	2,141 75
Passenger and freight houses,	1,909 85
New passenger cars,	1,600 00
New baggage, mail and express cars,	1,500 00
New machinery,	408 00
Total,	\$11,000 00
Proportion for Pennsylvania,	\$11,000 00

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$6 84	\$30 16	\$37 00
Agents,	523 46	2,306 04	2,829 50
Car furniture, fixtures and supplies,	18 56	81 79	100 35
Car service,		483 92	483 92
Conductors, train agents and brakemen,	766 84	3,378 25	4,145 09
Expenses of stations, except labor,	46 71	205 79	252 50
Foreign agencies, account freight traffic association,		15 67	15 67
Incidentals,	70 36	309 98	380 34
Insurance,	33 48	147 52	181 00
Legal expenses,	54 72	241 08	295 80
Loss and damage,		24 50	24 50
Stationery and printing,	75 41	332 22	407 63
Stations, repairs of, and furniture for,	132 83	585 17	718 00
Taxes, State,	151 04	643 93	794 97
Telegraph expenses,	75 85	334 15	410 00
Injuries to persons,	66 77	190 00	256 77
Total,	\$2,022 87	\$9,310 17	\$11,333 04

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemmen and firemen, passenger,	\$664 29		\$664 29
Enginemmen and firemen, freight,		\$2,926 48	2,926 48
Fuel for locomotives,	1,688 02	7,436 41	9,124 43
Locomotives, repairs of,	409 19	1,802 66	2,211 85
Oil for locomotives and tallow,	118 15	520 50	638 65
Tools and machinery, repairs of,	51 16	225 38	276 54
Watchmen,	71 04	312 96	384 00
Total,	\$3,001 85	\$13,224 39	\$16,226 24
MAINTENANCE OF WAY.			
Bridges, repairs of,	\$339 12	\$1,493 95	\$1,833 07
Cross-ties,	685 35	3,019 26	3,704 61
Rails, steel, and fastenings,	2,724 00	12,000 33	14,724 33
Road-bed, repairs of, labor and material,	2,160 38	9,517 35	11,677 73
Telegraph, repairs of,	54 59	240 46	295 05
Total,	\$5,963 44	\$26,271 35	\$32,234 79
MAINTENANCE OF CARS.			
Cars, repairs of freight,		\$513 92	\$513 92
Cars, repairs of passenger, baggage, express and postal,	\$495 68		495 68
Total,	\$495 68	\$513 92	\$1,009 60
GENERAL EXPENSES.			
Salaries of president and other officers,	\$516 46	\$2,275 20	\$2,791 66

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$14,002 28
Freight transportation, local and through,	72,265 02
Mail service, \$1,303.50 ; express service, \$938.77 ; total,	2,242 27
Miscellaneous,	18 15
Total,	\$88,467 72

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$2,022 87	\$9,310 17	\$11,333 04
Motive power,	3,001 85	13,224 39	16,226 24
Maintenance of way,	5,963 44	26,271 35	32,234 79
Maintenance of cars,	495 68	513 92	1,009 60
General expenses,	516 46	2,275 20	2,791 66
Total operating expenses,			\$63,595 33
Expenditures charged to cost of road, real estate and equipment during the year,			11,000 00
Total expenditures during the year,			\$74,595 33

Operating expenses, 71½ per cent. of earnings.	
Earnings per mile of road operated,	\$2,081 10
Expenses per mile of road operated,	1,496 01
Net earnings,	24,872 39
Balance cash on hand,	158 67

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of construction and equipment of road,	\$438,700 00
Balance in treasury,	158 67
Total,	<u>\$438,858 67</u>

LIABILITIES.

Common stock,	\$121,100 00
First mortgage bonds,	317,600 00
Balance in treasury,	158 67
Total,	<u>\$438,858 67</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: United States Express Company; our company receives one-third of net earnings.

UNITED STATES MAIL.

Compensation by the United States Government for the transportation of its mails, and the terms of service: About \$108.62 per month.

STOCK AND DIVIDENDS.

Paid in dividends, cash,	<u>\$7,266 00</u>
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BARCLAY COAL COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Edward Hoopes,	President,	Philadelphia.
J. Raymond Claghorn,	Secretary and Treasurer.	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Edward Hoopes,	Philadelphia.	Andrew Wheeler,	Philadelphia.
J. Raymond Claghorn,	Philadelphia.	Henry C. Davis,	New York.
I. V. Williamson,	Philadelphia.	William B. Warner,	Newtown, Pa.
George M. Troutman,	Philadelphia.		

GENERAL INFORMATION.

Name of road : Barclay Railroad.
By whom operated : Towanda Coal Company.
By what authority : Action of the stockholders.
The general offices of the company are located at 146 South Fourth street Philadelphia.
For information concerning this report, address J. Raymond Claghorn.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount authorized by votes of company,	1,000,000 00
Amount subscribed,	1,000,000 00
Amount now paid in, common,	1,000,000 00
Number shares issued,	20,000
Amount paid on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

\$80,000 bonds (due 1907; bear interest at 5 per cent, which is payable April and October), amount,	\$80,000 00
Total amount of funded debt,	\$80,000 00
Total amount of funded and unfunded debt,	\$80,000 00
Funded debt as per last report,	\$80,000 00

COST.

Cost of road owned to December 31, 1887, including lands, mines, etc., estimated,	\$622,600 00
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DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

Statement, the Barclay Coal Company's railroad and coal mines were leased to the Towanda Coal Company for a term of twenty years from January 1, 1868, and the lease has been extended to the same party.

To all unanswered questions, we respectfully refer you to the said Towanda Coal Company's supplemental report.

BARCLAY RAILROAD—TOWANDA COAL COMPANY,
LESSEE.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

GENERAL INFORMATION.

Name of road: Barclay Railroad.
By whom operated: Towanda Coal Company.
By what authority: Under lease.
With what other companies consolidated: None.
The general offices of the company are located at 21 Cortlandt street, New York city.
For information concerning this report, address A. R. Macdonough, Secretary, 21 Cortlandt street.
How are the passenger cars on your road heated, lighted and ventilated? Heated by Baker heaters; lighted by kerosene lamps, and ventilated by transoms in roof.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Towanda to Barclay,	16.23	16.23
Length of single main track,	16.23	16.23
SUMMARY.		
Length of main line,	16.23	16.23
Length of second track (sidings),	6.58	6.58
Length of all tracks,	22.81	22.81

Gauge.
Gauge of lines, 4 ft. 8½ in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	8.23	8.23
Miles of track laid with iron rail on lines owned, leased or operated, .	14.58	14.58
	22.81	22.81

Weight of rail per yard, { Steel, 65 lbs.
 { Iron, 56 and 65 lbs.

TELEGRAPH LINES.

Length of lines in miles, 17; in Pennsylvania, 17
Number of miles of wire, 17; in Pennsylvania, 17

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . 11
Wooden bridges, number of, 10; aggregate length, 810 feet.
Iron bridges, number of, 1; aggregate length, 168 feet.
Total length of bridges and trestles, 978 feet.

CHARACTERISTICS OF ROAD—CONTINUED.

CROSSINGS.

Number of crossings of highways, at grade, in this Commonwealth,	7
Number of crossings of highways under railroad,	2
Number of crossings at which there are neither gates nor flagmen,	9

Statement of regulations governing employes in regard to these crossings: The engine bell must be rung continuously from a point one-quarter of a mile from every road crossing until crossing is passed. Also two long and two short sounds by steam whistle.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	7	7
Number of engine houses and shops owned by the company,	4	4
Number of fuel and water stations on main line,	4	4
Value of real estate held by the company, exclusive of roadway. (See lessor's report).		

Material of foundation upon which track is laid: Earth and gravel ballast, oak, chestnut and hemlock ties.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	5	\$8,000 00
Passenger cars, second class,	3	1,000 00
Baggage, mail and express cars,	1	1,000 00
Hand cars and hand trucks,	8	25 00

Train brake in use: Hand brakes.

Average number of cars in passenger trains, including mail, express and baggage cars,	3
Average number of cars in freight trains,	25
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	90
Average weight in freight trains, including locomotive and tender, in working order, in tons,	860

EMPLOYES.

Average number of persons regularly employed by company, including officials,	50
Same in Pennsylvania,	50

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger run by passenger trains,	18,845
Number of miles run by freight and coal trains,	33,325
Total number of miles run,	52,170
Number of passengers carried one mile in Pennsylvania,	280,689
Net cost per mile for each passenger carried,	5 ²⁰ / ₁₀₀ cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	119,524
Number of tons of 2 000 pounds of local freight for the year,	91,819
Number of tons of freight carried one mile,	3,268,375
Number of tons of freight carried one mile in Pennsylvania,	3,268,375
Gross amount of tonnage for the year (2,000 pounds per ton),	211,343

DOINGS OF THE YEAR—CONTINUED.

Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	16½
Average rate of speed adopted by freight trains, including stops,	12

THE AMOUNT OF FREIGHT. IN TONS OF 2,000 POUNDS.

Bituminous coal and coke,	161,632	Merchandise and manufactures,	1,529
Petroleum and other oils,	92	Lumber,	41,192
Pig iron,	26	Other articles,	3,541
Other iron or castings,	296		
Stone and lime,	1,167	Total,	211,343
Agricultural products,	1,868		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, per ton per mile,	1.565 cents.
For through coal, per ton per mile, . . . . .	.903 cents.
Total, per ton per mile,	1.017 cents.
For local freight, per ton per mile,	4.214 cents.
For local coal, per ton per mile, . . . . .	.898 cents.
Total,	2.356 cents.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888.	1,986	18,913	\$511 24	1,986	18,913	\$511 24
February, 1888.	2,161	21,242	576 33	2,161	21,242	576 33
March, 1888.	2,437	22,223	633 93	2,437	22,223	633 93
April, 1888.	2,179	20,622	575 30	2,179	20,622	575 30
May, 1888.	2,515	23,492	677 86	2,515	23,492	677 86
June, 1888.	2,217	20,327	597 02	2,217	20,327	597 02
July, 1888.	3,683	29,628	873 26	3,683	29,628	873 26
August, 1888.	4,096	33,466	901 57	4,096	33,466	901 57
September, 1888.	3,039	29,272	777 55	3,039	29,272	777 55
October, 1888.	2,133	18,751	534 70	2,133	18,751	534 70
November, 1888.	2,563	19,029	558 56	2,563	19,029	558 56
December, 1888.	2,814	23,724	693 22	2,814	23,724	693 22
Total,	31,823	280,689	\$7,910 54	31,823	280,689	\$7,910 54

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class way passengers, 2 ²¹/₁₀₀₀ cents.

FOR TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888.	7,836	142,162	\$1,529 43	13,465	167,300	\$3,890 33	21,301	309,762	\$5,419 76
February, 1888.	11,315	200,067	2,153 63	10,637	127,886	2,439 44	21,982	327,953	4,593 07
March, 1888.	11,438	199,001	2,037 25	9,664	121,523	2,265 92	21,102	320,527	4,303 17
April, 1888.	10,888	195,368	2,163 35	8,256	97,911	2,107 72	19,144	293,282	4,271 07
May, 1888.	10,160	190,107	1,770 81	5,918	73,479	1,674 86	16,378	233,886	3,815 67
June, 1888.	10,570	181,052	1,814 00	6,979	95,476	2,074 06	17,549	279,528	4,408 06
July, 1888.	10,104	181,148	1,763 25	6,871	94,408	2,807 03	17,275	275,556	4,570 28
August, 1888.	9,286	163,504	1,615 89	6,307	79,543	2,135 58	15,593	243,047	3,781 47
September, 1888.	5,557	105,562	1,116 49	5,856	77,148	2,012 31	11,413	182,710	3,158 80
October, 1888.	10,792	189,823	1,877 84	6,817	80,766	1,897 49	17,609	270,589	3,775 33
November, 1888.	9,191	151,185	1,503 66	5,616	67,825	1,510 23	14,837	222,310	3,043 89
December, 1888.	11,757	209,742	2,110 68	5,403	69,183	1,399 37	17,160	279,225	3,510 05
Total,	119,524	2,115,624	\$21,516 28	91,819	1,152,751	\$27,164 34	211,343	3,268,375	\$48,680 62

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	TRUCKAGE.	MISCELLANEOUS.	TOTAL.
January, 1888,	\$190 77	\$221 88	\$291 18	\$703 83
February, 1888,		355 35	275 44	630 79
March, 1888,		299 11	310 65	609 76
April, 1888,	190 77	281 52	186 06	658 35
May, 1888,		284 01	130 96	414 97
June, 1888,		198 37	110 25	308 62
July, 1888,	190 77	289 26	97 41	577 44
August, 1888,		412 17	110 69	522 86
September, 1888,		360 18	111 69	471 87
October, 1888,	190 77	490 31	201 95	883 03
November, 1888,		539 01	142 27	681 28
December, 1888,		549 50	250 02	799 52
Total,	\$763 08	\$4,280 67	\$2,218 57	\$7,262 32

RECAPITULATION.

Total passenger earnings for the year,	\$7,910 54
Total freight earnings for the year,	48,680 62
Total earnings from all other sources,	7,262 32
Total earnings for the year,	\$63,853 48
Total receipts from all sources from whole length of line,	\$63,853 48

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Agents,	\$169 50	\$939 00	\$1,408 50
Brakemen,	1,265 39	2,530 78	3,796 17
Car service,	205 56	411 11	616 67
Conductors and train agents,	594 65	1,189 29	1,783 94
Dispatchers,	280 00	560 00	840 00
Expenses of stations, except labor,	18 18	36 35	54 53
Heating cars,	50 37		50 37
Incidentals,	94 76	189 53	284 29
Labor at stations,	243 95	487 90	731 85
Lighting cars,	4 45		4 45
Lighting stations,	1 05	2 09	3 14
Loss and damage,	248 62	497 23	745 85
Stationery and printing,	40 30	80 61	120 91
Stations, repairs of, and furniture for,	261 70	523 40	785 10
Superintendents,	266 64	533 28	799 92
Telegraph expenses,	117 44	234 89	352 33
Operating plane,		2,394 00	2,394 00
Total,	\$4,162 56	\$10,609 46	\$14,772 02
MOTIVE POWER.			
Enginemmen and firemen, passenger,	\$2,002 49		\$2,002 49
Enginemmen and firemen, freight,		\$3,028 66	3,028 66
Engine houses and machine shops, etc., repairs of,	99 19	198 37	297 56
Fuel for heating,	149 09	298 20	447
Fuel for locomotives,	1,772 31	3,544 63	5,316 94
Incidentals,	70 42	140 83	211 25
Locomotive, hire of,	117 61	235 22	352 83
Locomotives, repairs of,	1,210 87	2,421 75	3,632 62
Oil for locomotives,	42 11	84 21	126 32
Tallow for locomotives,	79 08	158 15	237 23
Tools and machinery, repairs of,	6 81	13 63	20 44
Waste for locomotives,	23 92	47 85	71 77
Watchmen,	179 50	359 00	538 50
Water, wood and coal stations, expenses and repairs of,	223 31	446 63	669 94
Total,	\$5,976 71	\$10,977 13	\$16,953 84

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MAINTENANCE OF WAY.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Bridges, repairs of,	\$132 22	\$264 45	\$396 69
Cross-ties,	342 42	684 84	1,027 26
Frogs,	47 33	94 67	142 00
Incidentals,	2 41	4 83	7 24
Rails, iron,	357 14	714 28	1,071 42
Rails, steel,	896 79	1,793 59	2,690 38
Road-bed, repairs of, labor and material, . .	123 14	246 27	369 41
Spikes and bolts,	101 28	202 55	303 83
Repairs of plane,	10 39	1,166 54	1,166 54
Switches,	6 58	20 78	31 17
Tools and repairs of tools,	2,128 65	13 17	19 75
Track, repairing,		4,257 29	6,385 94
Total,	\$4,148 35	\$9,463 26	\$13,611 61
MAINTENANCE OF CARS.			
Cars, repairs of freight,		\$673 93	\$673 93
Cars, repairs of passenger, baggage, express and postal,	\$46 62		46 62
Incidentals,	22 57	45 14	67 71
Oil, tallow, waste, etc.,	3 29	6 60	9 89
Total,	\$72 48	\$725 67	\$798 15
GENERAL EXPENSES.			
Incidentals and legal expenses,	\$166 27	\$332 55	\$498 82
Taxes on real estate,	70 00	140 00	210 00
Total,	\$236 27	\$472 55	\$708 82

EARNINGS—SUMMARY.

Passenger transportation, local,	\$7,910 54
Freight transportation, local, \$27,164.34; through, \$21,516.28; total, .	48,680 62
Mail service,	763 08
Miscellaneous and trackage,	6,499 24
Total,	\$63,853 48

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$4,162 56	\$10,609 46	\$14,772 02
Motive power,	5,976 71	10,977 13	16,953 84
Maintenance of way,	4,148 35	9,463 26	13,611 61
Maintenance of cars,	72 48	725 67	798 15
General expenses,	236 27	472 55	708 82
Total operating expenses,			\$46,844 44
Total expenditures during the year,			\$46,844 44

Operating expenses, $73\frac{36}{100}$ per cent. of earnings.

Earnings per mile of road operated,	\$3,934 29
Expenses per mile of road operated,	2,886 29
Net earnings,	17,009 04
Add excess in supply account,	3,842 34
	\$20,851 38
Less rent paid Barclay Coal Company,	12,000 00
Profit to lessee,	\$8,851 38

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$763.08 per annum. No contract service recognized.

ACCIDENTS TO PERSONS.

INJURED FROM CAUSES BEYOND THEIR OWN CONTROL.

Employés,	3
Others,	2
Total,	<u>5</u>

BEDFORD AND BRIDGEPORT RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
R. D. Barclay,	President,	Philadelphia.
Albert Hewson,	Secretary,	Philadelpela.
Taber Ashton,	Treasurer,	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
W. W. Barclay,	Bedford. Pa.	G. B. Roberts,	Philadelphia.
J. N. DuBarry,	Philadelphia.	S. L. Russell,	Bedford. Pa.
John P. Green,	Philadelphia.	N. Parker Shortridge,	Winnewood, Pa.
John G. Hartley,	Bedford. Pa.	Edmund Smith,	Philadelphia.
H. H. Houston,	Philadelphia.	Henry D. Welsh,	Philadelphia.
Wistar Morris,	Philadelphia.	Vacancy.	

Date of annual meeting for election of directors : Third Tuesday in February.

GENERAL INFORMATION.

Name of road : Bedford and Bridgeport Railroad Company.

By whom operated : Pennsylvania Railroad Company.

By what authority : Lease for ten years from August 1, 1886.

The general offices of the company are located at 233 South Fourth street, Philadelphia.

For information concerning this report, address T. Ashton, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Bedford and Bridgeport Railroad Company, incorporated March 31, 1868.

CAPITAL STOCK.

Amount authorized by law,	\$600,000 00
Amount subscribed,	599,650 00
Amount now paid in, common,	599,650 00
Number of shares issued,	11,993
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due January 1, 1893; bear interest at 7 per cent., which is payable January 1, and July 1), amount,	\$1,000,000 00
Total amount of funded debt,	\$1,000,000 00

DEBT—CONTINUED.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$5,600,000 00	
Unpaid coupons,	696,500 00	
Total amount of unfunded debt		\$6,296,500 00
Total amount of funded and unfunded debt,		\$7,296,500 00
Funded debt as per last report,		\$1,000,000 00
Unfunded debt as per last report,		6,226,500 00

COST.

Cost of roads owned to December 31, 1887,	\$1,442,929 94
Cost of additions for the year ending December 31, 1888,	197 65
Total cost of road owned to date,	\$1,443,127 59

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mt. Dallas to Pennsylvania and Maryland line,	38.70	38.70
Length of single main track,	38.70	38.70
BRANCHES.		
Dunning's Creek Branch, from Dunning's } Length of road,	10.50	10.50
Creek Junction to Holderbaum, } Length of single track, . .	10.50	10.50
SUMMARY.		
Length of main line,	38.70	38.70
Length of branches owned by the company,	10.50	10.50
Total length of all roads owned, leased and operated,	49.20	49.20
Length of sidings and other tracks not above enumerated,	5.48	5.48
Length of all tracks,	54.68	54.68

GAUGE.

Gauge of lines,	4 ft. 9 ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	38.70	38.70
Miles of track laid with iron rail on lines owned leased or operated, .	15.98	15.98
Weight of rail per yard, { Steel,		60 lbs.
{ Iron,		52 and 56 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	28
Wooden bridges, number of, 18; aggregate length,	1,933 feet
Iron bridges, number of, 1; aggregate length,	16 feet
Wooden trestles, number of, 9; aggregate length,	775 feet
Total length of bridges and trestles,	2,724 feet

CHARACTERISTICS OF ROAD—CONTINUED.

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth, .	43
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	2
Number of crossings at which there are neither gates nor flagmen, .	43

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, . . . { Passenger, 9 }	10	10
Freight, 10, }		
Number of stations on branches, freight,	1	1
Number of engine houses and shops owned by the company,	3	3
Number of fuel and water stations on main line,	5	5

Material of foundation on which track is laid: White oak ties and broken stone and gravel ballast.

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$197 65
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BEECH CREEK RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
William A. Wallace,	President,	Clearfield, Pa.
Cornelius Vanderbilt,	Vice President,	New York, N. Y.
Allyn Cox,	Secretary,	New York, N. Y.
Allyn Cox,	Treasurer,	New York, N. Y.
W. H. Herrick,	Auditor,	Jersey Shore, Pa.
S. Richard Peale,	General Solicitor,	Lock Haven, Pa.
J. B. McIntyre,	Engineer,	Jersey Shore, Pa.
George J. Magee,	General Manager,	Corning, N. Y.
A. G. Palmer,	Superintendent,	Jersey Shore, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Cornelius Vanderbilt,	New York, N. Y.	Joseph M. Gazzam,	Philadelphia, Pa.
William K. Vanderbilt,	New York, N. Y.	George F. Baer,	Reading, Pa.
George J. Magee,	Corning, N. Y.	Marlin E. Olmsted,	Harrisburg, Pa.

Date of annual meeting for election of directors, first Friday after the first Wednesday in May.

GENERAL INFORMATION.

Name of road : Beech Creek Railroad.

By whom operated : Beech Creek Railroad Company.

The general offices of the company are located at Jersey Shore Junction, Pa.

For information concerning this report address Allyn Cox, Secretary and Treasurer, Grand Central Depot, New York.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was organized under the statutes of Pennsylvania June 29, 1886, by the purchasers at sheriff's sale June 4, 1886, of the property and franchises of the Beech Creek, Clearfield and Southwestern Railroad Company. The proceedings of the purchasers provided for the issue of ten million dollars of stock and bonds to the persons represented by the purchasers for and in consideration of the property and franchises so purchased.

CAPITAL STOCK.

Amount authorized by law,	\$5,000,000 00
Amount authorized by votes of company,	5,000,000 00
Amount subscribed,	5,000,000 00
Amount now paid in : Common, \$3,700,000.00; special or preferred, \$1,300,000.00; total,	5,000,000 00
Number of shares issued,	100,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage coupon bonds (due July 1, 1936; bear interest at 4 per cent., which is payable January 1 and July 1), amount, \$5,000,000 00

UNFUNDED DEBT.

Total amount of funded and unfunded debt, \$5,000,000 00
 Funded debt as per last report, \$5,000,000 00
 Total cash realized from capital stock and debt, \$10,000,000 00

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

The cost of betterments and additions to the property have been charged to income. See pages 17 and 21.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Jersey Shore to Gazzam,	104.27	104.27
BRANCHES.		
Tunnel Mines branch, from Gorton Heights to mines,	Length of road,	1.60
Peale or Grass Flat branch, from Viaduct to Grass Flat mines,	Length of road,	3.48
Wells' Run branch, from Wells' Run Station to Somerville mines,	Length of road, . . . . .	.89
Philipsburg branch, from Munson to Stein-ers',	Length of road,	7.59
Hawk Run branch, from Hawk Run Junction to Allport and other mines,	Length of road,	2.23
Decatur branch, from Loch Lemond Junction to Decatur and other mines,	Length of road,	1.64
Pardee No. 2 branch, from Loch Lemond Junction to Pardee No. 2 mine,	Length of road, . . . . .	.94
Derby branch, from Derby Junction to Cuba and other mines,	Length of road, . . . . .	.87
Alder Run branch, from Morrisdale Mines Station to Wallace's mines,	Length of road,	1.34
Beech Creek Cannel Coal branch, from Woodland Junction to Beech Creek Cannel Coal Company mines,	Length of road,	1.24
Clearfield branch, from Clearfield Junction to Clearfield,	Length of road,	3.91
O'Shanter branch, from O'Shanter to O'Shanter and other mines,	Length of road,	1.54
Watts branch, from Kerrmoor Junction to Watts' Mill,	Length of road, . . . . .	.68
SUMMARY.		
Length of main line,	104.27	104.27
Length of branches owned by the company,	27.95	27.95
Total length of all roads owned, leased and operated,	132.22	132.22
Length of sidings and other tracks not above enumerated,	32.90	32.90
Length of all tracks,	165.12	165.12

GAUGE.

Gauge of lines, 4 ft. 8½ ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	162.89	162.89
Miles of track laid with iron rail on lines owned, leased or operated,	2.23	2.23

CHARACTERISTICS OF ROAD—CONTINUED.

Weight of rail per yard,	{ Steel,	67 lbs.
	{ Iron,	av. about 55 lbs.

TELEGRAPH LINES.

Length of lines in miles,	114.8
Number of miles of wire,	255.8

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	61
Wooden bridges, number of, 1; length,	26 feet.
Stone bridges, number of, 1; length,	16 feet.
Iron bridges, number of, 54; aggregate length,	6,745 feet.
Wooden trestles, number of, 5; aggregate length,	425 feet.
Total length of bridges and trestles,	7,212 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth :
 Morrisdale Mines Branch Railroad, at Hawk Run Junction; Tyrone and Clearfield Railroad, at Phillipsburg.

Railroads crossing lines owned by the company either over or under grade in this Commonwealth : Philadelphia and Erie Railroad, at 5 miles west of Jersey Shore; Bald Eagle Valley Railroad, at $\frac{1}{2}$ mile west of Mill Hall; Sugar Camp Branch Bellefonte and Snow Shoe Railroad, at 1 mile west of Snow Shoe; Bellefonte and Snow Shoe Railroad, at Snow Shoe Summit or Gillintown; Tyrone and Clearfield Railroad, at Woodland; Tyrone and Clearfield Railroad, at 2 miles west of Clearfield Junction, on Clearfield branch.

Number of crossings of highways at grade, in this Commonwealth,	95
Number of crossings of highways over railroad,	3
Number of crossings of highways under railroad,	6
Number of crossings at which there are neither gates nor flagmen,	104

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	21	21
Number of stations on branches, passenger and freight,	3	3
Number of engine houses and shops owned by the company,	7	7
Number of fuel and water stations on main line,	13	13
Number of tunnels on all lines owned by the company,	2	2
Aggregate length of tunnels,	1,591	1,591

Material of foundation upon which track is laid : Broken stone and gravel.

EQUIPMENT.

Consolidation engines,	13
Mogul engines,	5
Passenger engines,	3
Switch engines,	2
Locomotives,	23
Passenger cars, first class,	5
Passenger cars, second class,	5
Total passenger cars,	10

Postal cars (letter and storage), 2 of second class passenger cars and combination cars with postal compartment.

Freight cars, 8-wheel, {	Owned,	575
	Leased,	650

CHARACTERISTICS OF ROAD—CONTINUED.

Freight cars, 4-wheel,	{ Caboose, freight,	15
	{ Engine supply,	20
Total freight cars,		1,260
Cars, roadway department, 8-wheel (block, tool and derrick), . . .		3
Cars, roadway department, 4-wheel,		58
Hand cars and hand trucks,		50
Train brake in use: Westinghouse air brake and American steam brake.		
Average number of cars in passenger trains, including mail, express and baggage cars,		2½
Average number of cars in freight trains,		42
Average weight of passenger trains, including locomotive and tender, in working order, in tons,		97
Average weight of freight trains, including locomotive and tender, in working order, in tons,		950

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	641
Same in Pennsylvania,	636

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	148,125
Number of miles run by freight and coal trains,	373,836
Total number of miles run,	521,961
Number of passengers carried one mile in Pennsylvania,	2,677,938
Number of tons of 2,000 pounds of through freight for the year on main road,	1,799,470
Number of tons of 2,000 pounds of local freight for the year,	77,637
Number of tons of freight carried one mile,	147,425,822
Number of tons of freight carried one mile in Pennsylvania,	147,425,822
Gross amount of tonnage for the year (2,000 pounds per ton),	1,877,107
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	25
Average rate of speed adopted by express trains including stops (miles per hour),	25
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	958	Stone and lime,	4,222
Coke,	66,601	Agricultural products,	3,567
Bituminous coal and coke coal,	1,704,700	Merchandise and manufactures,	11,641
Petroleum and other oils,	520	Live stock,	252
Pig iron,	227	Lumber,	69,509
Railroad iron,	1,468	Other articles,	12,870
Other iron or castings,	570		
Iron and other ores,	2	Total,	1,877,107

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
January, 1888,	8,700	141,377	\$2,748 53
February, 1888,	9,831	147,122	3,786 05
March, 1888,	12,506	193,726	5,056 05
April, 1888,	13,505	247,161	6,609 09
May, 1888,	14,756	227,816	6,151 76
June, 1888,	15,072	259,338	5,777 13
July, 1888,	24,232	333,702	7,517 98
August, 1888,	18,572	325,133	7,394 10
September, 1888,	12,981	208,834	6,614 95
October, 1888,	11,358	167,645	4,998 72
November, 1888,	12,582	199,996	4,353 04
December, 1888,	14,508	226,088	6,026 45
Total,	168,603	2,677,938	\$67,033 85

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	AMOUNT.
January, 1888,	159,917	\$74,846 86
February, 1888,	168,987	85,974 63
March, 1888,	173,125	78,667 03
April, 1888,	182,053	79,270 27
May, 1888,	141,837	62,452 52
June, 1888,	133,629	60,795 99
July, 1888,	145,211	63,249 88
August, 1888,	151,252	65,536 03
September, 1888,	135,891	60,650 31
October, 1888,	149,233	64,176 13
November, 1888,	149,672	67,579 68
December, 1888,	186,300	78,534 82
Total,	1,877,107	\$841,734 15

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA-NEOUS.	TOTAL.
January, 1888,		\$93 20	\$244 30	\$337 50
February, 1888,		93 20	201 12	294 32
March, 1888,	\$233 00	93 20	124 03	450 23
April, 1888,		93 20	198 97	292 17
May, 1888,		93 20	220 65	313 85
June, 1888,	233 00	93 20	151 32	477 52
July, 1888,		93 20	218 21	311 41
August, 1888,		93 20	225 45	318 65
September, 1888,	233 00	93 20	176 30	502 50
October, 1888,		93 20	243 86	337 06
November, 1888,		93 20	283 97	377 17
December, 1888,	233 00	93 20	227 03	553 23
Total,	\$932 00	\$1,118 40	\$2,515 21	\$4,565 61

RECAPITULATION.

Total passenger earnings for the year,	\$67,033 85
Total freight earnings for the year,	841,734 15
Total earnings from all other sources,	4,565 61
Total earnings for the year,	\$913,333 61
Total receipts from all sources on whole length of line,	\$913,333 61
Proportion of earnings in Pennsylvania to earnings of whole line (all),	913,333 61

EXPENDITURES CHARGED TO BETTERMENTS OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$64,078 48
Land or land damages,	2,325 71
Passenger and freight houses,	2,688 85
New locomotives, No. 3,	34,403 85
New freight cars (4-wheel), No. 4,	2,102 52
New shops (machine and car) and engine houses,	6,490 15
New machinery,	400 53
New wood and water stations (including water tanks),	655 87
Any other expenditures chargeable to this account: Real estate, \$19,- 720.54; incidentals, \$1,462.75; total,	21,183 29
Total,	<u>\$134,329 25</u>
Proportion for Pennsylvania,	<u>\$134,329 25</u>

EXPENDITURES FOR OPERATING DURING THE YEAR.
CONDUCTING TRANSPORTATION.

Advertising,	\$116 56
Agents,	11,704 27
Baggage masters,	1,089 37
Brakemen,	29,499 60
Cars, cleaning,	731 88
Car furniture and fixtures,	611 97
Conductors and train agents,	20,033 56
Dispatchers,	1,620 00
Expenses of stations, except labor,	225 57
Heating cars,	1,817 12
Heating stations,	306 15
Incidentals,	381 47
Insurance,	118 75
Labor at stations,	2,620 61
Legal expenses,	173 84
Lighting cars,	156 58
Lighting stations,	279 56
Loss and damage,	652 78
Oil for lamps,	861 43
Stationery and printing,	1,655 55
Stations, repairs of, and furniture for,	1,634 43
Switchmen,	1,889 99
Telegraph expenses,	5,226 00
Watchmen,	1,803 82
Wrecks, clearing,	2,024 90
Injury to individuals,	367 42
Total,	<u>\$87,603 18</u>

MOTIVE POWER.

Enginemen and firemen, passenger and freight,	\$39,549 82
Engine houses and machine shops, etc., repairs of,	1,214 85
Fuel for heating,	25 00
Fuel for locomotives,	27,637 01
Incidentals,	4,745 98
Laborers,	4,729 42
Locomotive furniture and fixtures,	644 41
Locomotives, repairs of,	35,504 60
Oil for locomotives,	5,032 14
Sand for locomotives,	1,601 42
Stationery and printing,	85 15

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

Tallow for locomotives,	\$189 20
Tools and machinery, repairs of,	3,324 71
Waste for locomotives,	858 52
Watchmen,	1,505 62
Water, wood and coal stations, expenses and repairs of,	3,783 14
Total,	<u>\$130,430 99</u>

MAINTENANCE OF WAY.

Ballast,	\$10,460 39
Bridges, repairs of,	3,166 85
Cars, repairs of (in M. of W. service),	270 38
Clerks,	415 00
Cross-ties,	10,818 86
Expenses on property,	764 01
Foreman, tool and watch houses, repairs of,	778 72
Frogs,	179 74
Incidentals,	247 98
Oil, tallow, waste, etc.,	275 94
Rails, steel,	664 18
Road bed, repairs of, labor and material,	13,371 63
Snow and ice, removing,	3,754 86
Spikes,	727 03
Stationery and printing,	27 00
Superintendents and supervisors,	2,255 00
Switches,	828 60
Telegraph, repairs of,	4,137 33
Tools and repairs of tools,	1,029 42
Track, repairing,	25,068 82
Watchmen,	1,476 14
Total,	<u>\$80,717 88</u>

MAINTENANCE OF CARS.

Car shops and sheds, repairs of,	\$441 74
Cars, repairs of freight,	45,316 35
Cars, repairs of passenger, baggage, express and postal,	2,982 35
Fuel for heating,	25 00
Incidentals,	266 62
Insurance,	298 37
Laborers,	1,300 24
Oil, tallow, waste, etc.,	7,703 84
Tools and repairs of tools,	1,369 77
Watchmen,	18 82
Total,	<u>\$59,723 10</u>

GENERAL EXPENSES.

Attendants,	\$845 25
Clerks,	9,259 25
Fuel and light,	311 61
Incidentals and legal expenses,	3,807 88
Office expenses, repairs and furniture,	1,465 31
Salaries of president and other officers,	21,370 94
Stationery and blanks,	482 41
Taxes on real estate and State taxes,	10,189 14
Insurance,	63 50
Total,	<u>\$47,795 29</u>

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$67,033 85
Freight transportation, local and through,	841,734 15
Mail service, \$932.00; express service, \$1,118.40; total,	2,050 40
Miscellaneous,	2,515 21
Total,	<u>\$913,333 61</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$87,603 18
Motive power,	130,430 99
Maintenance of way,	80,717 88
Maintenance of cars,	59,723 10
General expenses,	47,795 29
Total operating expenses,	<u>\$406,270 44</u>
Expenditures charged to betterments of road, real estate and equipment during the year,	134,329 25
Total expenditures during the year,	<u>\$540,599 69</u>
Operating expenses, 44.48 per cent. of earnings.	
Earnings per mile of road operated,	\$4,868 00
Expenses per mile of road operated,	2,165 38
Net earnings,	<u>2,702 62</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Roadway and equipment,	\$9,997,253 34
Material and supplies,	34,588 28
Temporary investments,	38,591 93
Accounts receivable,	437,024 32
Cash,	276,160 89
	<u>\$10,783,618 76</u>
LIABILITIES.	
Common stock,	\$3,700,000 00
Preferred stock,	1,300,000 00
First mortgage bonds,	5,000,000 00
Accounts payable,	405,304 25
First mortgage coupons to January 1, 1889,	103,140 00
Preferred stock dividend No. 5, payable January 15, 1889,	32,500 00
Rental of equipment, accrued but not due,	35,625 00
Income,	158,653 74
Indemnity fund,	48,395 77
	<u>\$10,783,618 76</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express; terms, \$100 per month.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run and the charges made in addition to the regular passenger rates: Philadelphia and Reading Railroad Company; 3 cents per mile for use of car charge \$2.00 per section.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service: \$1,000.00 per year.

STOCKS AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: Dividends 2½ per cent. each on preferred stock; declared June 21, 1888, payable July 16, 1888; declared December 27, 1888, payable January 15, 1889.

Paid in dividends (cash, \$65,000.00), charged out as paid,	\$65,000 00
Balance for the year, or surplus,	61,223 21
Surplus at commencement of the year,	97,430 53
Total surplus,	\$158,653 74

Surplus invested as follows:

Cash and loans,	\$126,812 12
Material, fuel and stores,	31,841 62

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	.....	.....	.....	2	.....	2
Employees,	3	.....	1	23	4	23
Others, . . . . .	.....	1	3	1	3	2
Total,	3	1	4	26	7	27

BELLEFONTE AND EASTERN RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES	OFFICES.	RESIDENCES.
Morris Liveright,	President,	Philadelphia, Pa.
R. T. McCabe,	Secretary,	Philadelphia, Pa.
S. H. Hicks,	Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Morris Liveright,	Philadelphia, Pa.	Simon Pfaelzer,	Philadelphia, Pa.
R. T. McCabe,	Philadelphia, Pa.	S. B. Morgan,	Watsonstown, Pa.
P. Leiser,	Watsonstown, Pa.	W. F. Shay,	Watsonstown, Pa.
John Hay,	Philadelphia, Pa.	James I. Higbee,	Watsonstown, Pa.
W. C. DeArmond,	Philadelphia, Pa.		

GENERAL INFORMATION.

Name of road : Bellefonte and Eastern Railway Company.

For information concerning this report: Address R. T. McCabe, Secretary, 302 Walnut street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered October, 1886. The railroad has not yet been built. The company has not transacted any business within the past year, except securing some right of way along the route and locating the line.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount authorized by votes of company,	1,000,000 00
Amount subscribed,	250,000 00
Amount now paid in,	250,000 00
Number of shares issued,	5,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

Total cash realized from capital stock and debt.	\$25,000 00
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CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, intended, from White Deer, or Watsonstown, to Mill Hall and Bellefonte.	50 miles
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BELLEFONTE, NITTANY AND LEMONT RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. N. DuBarry,	President,	Philadelphia.
Albert Hewson,	Secretary,	Philadelphia.
Taber Ashton,	Treasurer,	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John P. Green,	Philadelphia.	N. Parker Shortridge,	Wynnewood, Pa.
L. A. Mackey,	Lock Haven.	Henry D. Welsh,	Philadelphia.
G. B. Roberts,	Philadelphia.	Wm. A. Patton,	Philadelphia.

Date of annual meeting for election of directors, second Tuesday in April.

GENERAL INFORMATION.

Name of road : Bellefonte, Nittany and Lemont Railroad Company.

By whom operated : Pennsylvania Railroad Company.

By what authority : Agreement going into effect July 22, 1885, terminable upon 30 days' notice from either party.

The general offices of the company are located at 233 South Fourth street, Philadelphia.

For information concerning this report, address T. Ashton, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Bellefonte, Nittany and Lemont Railroad Company. Organized September 11, 1883. Opened for traffic July 20, 1885.

CAPITAL STOCK.

Amount authorized by law,	\$300,000 00
Amount subscribed,	300,000 00
Amount now paid in, common,	300,000 00
Number of shares issued	6,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bond (due July 1, 1924; bear interest at 6 per cent., which is payable January 1 and July 1), amount,	\$300,000 00
Total amount of funded debt,	\$300,000 00

DEBT—CONTINUED.

UNFUNDED DEBT.

Unpaid interest,	\$66,000 00	
Total amount of unfunded debt,		\$66,000 00
Total amount of funded and unfunded debt,		\$366,000 00
Funded debt as per last report,		\$300,000 00

COST.

Cost of roads owned to December 31, 1887,	\$475,589 59
Total cost of roads owned to date,	475,589 59

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lewisburg and Tyrone Railroad Junction to Bellefonte,	9.45	9.45
Length of single main track,	9.45	9.45
SUMMARY.		
Length of main line,	9.45	9.45
Total length of all roads owned, leased and operated,	9.45	9.45
Length of siding and other tracks not above enumerated,	1.35	1.35
Length of all tracks,	10.80	10.80

GAUGE.

Gauge of lines,	4 ft. 9 ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	9.49	9.49
Miles of track laid with iron rail on lines owned, leased or operated, .	1.31	1.31

Weight of rail per yard, { Steel,	60 lbs.
{ Iron,	50 and 56 lbs.

TELEGRAPH LINES.

Length of lines in miles, 9.45; in Pennsylvania,	9.45
Number of miles of wire,	9.45

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	5
Wooden bridges, number of, 4; aggregate length,	126 feet
Wooden trestles,	215 feet
Total length of bridges and trestles,	341 feet

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth, .	12
Number of crossings at which there are neither gates nor flagmen, .	12

CHARACTERISTICS OF ROAD—CONTINUED.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	2	2
Number of fuel and water stations on main line,	1	1

Material of foundation upon which track is laid : White oak ties and stone ballast.

BELL'S GAP RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Chas. F. Berwind,	President,	Philadelphia, Pa.
John Reilly,	Vice President,	Philadelphia, Pa.
Frank S. Lewis,	Secretary and Treasurer,	Philadelphia, Pa.
E. M. Steck,	Auditor,	Bellwood, Pa.
Geo. W. Biddle,	General Solicitor,	Philadelphia, Pa.
Robert G. Ford,	General Superintendent,	Bellwood, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John H. Converse,	Philadelphia, Pa.	Stephen Greene,	Philadelphia, Pa.
H. S. Frank,	Philadelphia, Pa.	Samuel G. Lewis,	Philadelphia, Pa.
Aaron Fries,	Philadelphia, Pa.	John Reilly,	Philadelphia, Pa.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : Bell's Gap Railroad Company.

By whom operated : Bell's Gap Railroad Company.

By what authority : Under the acts of May 11, 1871, and March 29, 1872.

The general offices of the company are located at Philadelphia, Pa.

For information concerning this report, address Frank S. Lewis, Secretary and Treasurer, Bullitt Building, room 257, Philadelphia, Pa.

How are the passenger cars on your road heated, lighted and ventilated ? Heated by stoves ; lighted with oil lamps ; ventilated at side and each end.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Bell's Gap Railroad Company was chartered by the State of Pennsylvania May 11, 1871, and supplement thereto, March 29, 1872. Road was opened to Lloyds-ville in 1873 ; to Coalport in 1880 ; to Irvona in 1882.

CAPITAL STOCK.

Amount authorized by law, to such an amount as may be fixed by the stockholders,	\$550,000 00
Amount authorized by votes of company,	550,000 00
Amount subscribed,	550,000 00
Amount now paid in,	550,000 00
Number of shares issued, 11,000	
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due July 1, 1893; bear interest at 7 per cent., which is payable January and July), amount,	\$250,000 00
First mortgage bonds (due August, 1905; bear interest at 6 per cent., which is payable February and August), amount,	100,000 00
Consolidated mortgage bonds (due April, 1913; bear interest at 6 per cent., which is payable April and October), amount,	183,500 00
Total amount of funded debt,	<u>\$533,500 00</u>

UNFUNDED DEBT.

Total amount of funded and unfunded debt,	<u>\$533,500 00</u>
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COST.

Cost of roads owned to November 30, 1887,	\$971,381 32
Cost of additions for the year ending November 30, 1888,	56,858 64
Total cost of roads owned to date,	<u>\$1,028,239 96</u>
Average of same per mile of single track, $34\frac{56}{100}$ miles,	\$29,752 31
Cost of equipment owned to November 30, 1887,	79,972 18
Cost of equipment additions for the year ending November 30, 1888,	567 11
Total cost of equipment owned,	<u>\$80,539 29</u>
Total cost of roads and equipment,	<u>\$1,108,779 25</u>

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bellwood to Irvona,	$25\frac{32}{100}$	$25\frac{32}{100}$
Length of single main track,	$25\frac{32}{100}$	$25\frac{32}{100}$
LEASED ROADS.		
From Irvona to Horatio, length of road,	$39\frac{38}{100}$	$39\frac{38}{100}$
SUMMARY.		
Length of main line,	$25\frac{32}{100}$	$25\frac{32}{100}$
Length of leased roads,	$39\frac{38}{100}$	$39\frac{38}{100}$
Total length of all roads owned, leased and operated,	$64\frac{70}{100}$	$64\frac{70}{100}$
Length of sidings and other tracks not above enumerated,	$9\frac{34}{100}$	$9\frac{34}{100}$
Length of all tracks,	$34\frac{56}{100}$	$34\frac{56}{100}$

GAUGE.

Gauge of lines,	<u>4 ft. 9 in.</u>
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TRACK.

Weight of rails per yard, steel,	<u>56, 60, 67 & 75 lbs.</u>
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TELEGRAPH LINES.

Length of lines in miles, $25\frac{32}{100}$; in Pennsylvania,	$25\frac{32}{100}$
Number of miles of wire, $25\frac{32}{100}$; in Pennsylvania,	<u>$25\frac{32}{100}$</u>

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	4
Wooden bridges, aggregate length,	117 feet.
Wooden trestles, aggregate length,	167 feet.
Total length of bridges and trestles,	<u>284 feet.</u>

CHARACTERISTICS OF ROAD—CONTINUED.

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth,	19
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	1
Number of crossings at which there are neither gates nor flagmen, .	22

Statement of regulations governing employes in regard to these crossings: Engine bell must be rung at a distance of fifty rods from highway crossings, and kept ringing until engine has passed the crossing; enginemen sound whistle quarter of a mile from stations and highway crossings.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight combined, . .	5	5
Number of stations on leased roads, passenger and freight combined,	8	8
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	6	6
Number of fuel and water stations on leased roads,	5	5

Material of foundation upon which track is laid: Gravel, sand and limestone ballast.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	16	\$9,500 00
Passenger cars, first class,	8	4,000 00
Passenger cars, second class,	2	600 00
Total passenger cars,	10	.....
Freight cars, 8-wheel,	13	\$400 00
Cars, roadway department, 8-wheel,	6	400 00
Cars, roadway department, 4-wheel,	11	65 00
Hand cars and hand trucks,	30	.....

Train brake in use: Westinghouse air brake on passenger trains; Westinghouse air brake on engine; ordinary chain brake on freight cars.

Average number of cars in passenger trains, including mail, express and baggage cars,	2
Average number of cars in freight trains,	12
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	80
Average weight of freight trains, including locomotive and tender, in working order, in tons,	240

EMPLOYES.

Average number of persons regularly employed by company, including officials,	250
Same in Pennsylvania,	250

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	66,621
Number of miles run by freight and coal trains,	231,562
Total number of miles run,	298,183
Number of passengers carried one mile in Pennsylvania,	1,633,885
Net cost per mile for each passenger carried,	1½ cents.

DOINGS OF THE YEAR—CONTINUED.

Number of tons of 2,000 pounds of through freight for the year on main road,	344,075 ¹³ ₂₀₀₀
Number of tons of 2,000 pounds of local freight for the year,	553,007 ¹⁷ ₂₀₀₀
Number of tons of freight carried one mile,	20,378,735
Number of tons of freight carried one mile in Pennsylvania,	20,278,735
Gross amount of tonnage for the year (2,000 pounds per ton),	897,083 ¹¹ ₂₀₀₀
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	15
Average rate of speed adopted by express trains, including stops (miles per hour),	15
Average rate of speed adopted by freight trains, including stops, (miles per hour),	10

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal and coke,	812,329 ⁶⁵ ₁₀₀	Lumber and bark,	37,527 ³⁰ ₁₀₀
Merchandise,	47,226 ⁶¹ ₁₀₀	Total,	897,083 ⁵⁶ ₁₀₀

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, per ton per mile, about	02 ³ ₁₀ cents.
For through coal, per ton per mile, about	02 cents.
For local freight, per ton per mile, about	04 cents.
For local coal, per ton per mile, about	02 ¹ ₂ cents.

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
December, 1887.	737	.....	\$766 43	9,292	.....	\$3,023 09	10,029	.....	\$3,789 52
January, 1888.	459	.....	458 66	8,039	.....	2,430 14	8,498	.....	2,888 80
February, 1888.	719	.....	435 51	5,863	.....	2,900 22	6,582	.....	3,335 73
March, 1888.	887	.....	613 13	7,049	.....	3,151 60	7,936	.....	3,797 73
April, 1888.	1,467	.....	799 86	7,717	.....	3,385 58	9,184	.....	4,185 44
May, 1888.	980	.....	518 84	7,590	.....	3,926 22	8,570	.....	4,475 06
June, 1888.	1,449	.....	698 40	8,854	.....	3,780 60	10,303	.....	4,479 00
July, 1888.	1,212	.....	884 04	15,349	.....	4,712 84	16,561	.....	5,596 88
August, 1888.	1,112	.....	1,147 08	20,509	.....	5,480 21	21,621	.....	6,627 29
September, 1888.	816	.....	321 77	8,827	.....	4,975 16	9,643	.....	5,296 93
October, 1888.	1,018	.....	634 85	7,914	.....	3,668 28	8,932	.....	4,303 13
November, 1888.	963	.....	602 69	8,076	.....	3,540 90	9,039	.....	4,143 59
Total,	11,819	.....	\$7,941 26	115,079	.....	\$44,977 84	126,898	.....	\$52,919 10

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
December, 1887.	7,455	.....	\$3,312 46	33,192	.....	\$12,730 98	40,647	.....	\$16,043 44
January, 1888.	14,369	.....	4,165 23	34,872	.....	13,862 78	49,236	.....	18,028 01
February, 1888.	14,041	.....	5,887 34	40,330	.....	14,864 25	54,372	.....	20,751 59
March, 1888.	19,109	.....	4,465 66	38,821	.....	15,807 45	57,931	.....	20,273 11
April, 1888.	21,576	.....	4,727 68	40,163	.....	15,067 83	61,739	.....	19,795 51
May, 1888.	25,971	.....	6,490 56	39,224	.....	14,729 31	65,195	.....	21,219 87
June, 1888.	32,877	.....	6,028 42	43,102	.....	17,469 74	75,979	.....	23,498 16
July, 1888.	39,238	.....	6,542 49	50,092	.....	18,131 56	89,330	.....	24,674 05
August, 1888.	39,971	.....	7,290 73	52,866	.....	21,649 37	92,836	.....	28,940 10
September, 1888.	38,459	.....	7,500 44	52,202	.....	21,091 45	90,662	.....	28,591 89
October, 1888.	45,058	.....	9,882 84	65,242	.....	23,267 91	110,300	.....	33,150 75
November, 1888.	45,955	.....	10,206 86	62,902	.....	24,042 10	108,856	.....	34,248 96
Total,	344,075	.....	\$76,500 71	553,007	.....	\$212,714 73	897,083	.....	\$289,215 44

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

Mails,	\$2,375 71
Express,	1,495 31
Miscellaneous,	2,754 03
Total,	<u>\$6,625 05</u>

RECAPITULATION.

Total passenger earnings for the year,	\$52,919 10
Total freight earnings for the year,	289,215 44
Total earnings from all other sources,	6,625 05
Total earnings for the year,	<u><u>\$348,759 59</u></u>

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Agents and clerks,	\$1,162 80	\$10,465 40	\$11,628 20
Cars, cleaning and inspecting,	161 63	1,455 52	1,617 15
Car service,	374 03	11,506 24	11,880 27
Conductors and brakemen,	1,449 91	13,050 52	14,500 43
Dispatchers,	154 71	1,357 40	1,512 17
Expenses of stations,	19 41	849 73	869 14
Foreign agencies, . . . . .	...	575 65	575 65
Incidentals,	1,113 84	5,237 49	6,351 33
Legal expenses,	54 80	493 20	548 00
Mail expenses,	151 23	146 12	297 35
Stationery and printing,	257 37	2,317 35	2,574 72
Superintendent and sundries,	405 45	3,649 51	4,054 96
Taxes, State,	422 30	3,388 83	3,811 13
Total,	<u>\$5,727 48</u>	<u>\$54,493 02</u>	<u>\$60,220 50</u>
MOTIVE POWER.			
Enginemmen and firemen, passenger, freight, etc.,	\$1,712 86	\$15,417 00	\$17,129 86
Fuel for locomotives,	1,612 06	15,383 46	16,995 52
Incidentals,	1,000 00	2,146 98	3,146 98
Locomotives, repairs of, and cars,	2,667 98	24,012 89	26,680 87
Oil for locomotives and cars, waste and tallow,	276 42	2,489 05	2,765 47
Total,	<u>\$7,269 32</u>	<u>\$59,449 38</u>	<u>\$66,718 70</u>
MAINTENANCE OF WAY.			
Ballast, surfacing and repairing,	\$4,396 95	\$43,717 59	\$48,114 54
Cross-ties and materials,	1,973 75	15,852 40	17,826 15
Snow and ice, removing,	180 97	1,628 86	1,809 83
Total,	<u>\$6,551 67</u>	<u>\$61,198 85</u>	<u>\$67,750 52</u>
GENERAL EXPENSES.			
Office expenses, . . . . .	...	\$4,330 73	\$4,330 73

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$52,919 10
Freight transportation, local and through,	289,215 44
Mail service, \$2,375.71; express service, \$1,495.31; total,	3,871 02
Miscellaneous,	2,754 03
Total,	<u><u>\$348,759 59</u></u>

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$5,727 48	\$54,493 02	\$60,220 50
Motive power,	7,269 32	59,449 38	66,718 70
Maintenance of way,	6,551 67	61,198 85	67,750 52
General expenses,		4,330 73	4,330 73
Total operating expenses,			\$199,020 45
Earnings of road operated,			\$348,759 59
Expenses of road operated,			199,020 45
Net earnings,			\$149,739 14

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cash in hands of treasurer,	\$39,584 58
Car account,	15,147 83
Railroad construction,	1,028,239 96
Locomotives,	65,391 46
Amounts due by individuals and companies,	38,348 95
Sinking fund,	115 00
Sundry accounts,	98,779 94
Total,	\$1,285,607 72

LIABILITIES.

Capital stock,	\$550,000 00
Funded debt,	533,500 00
Due for wages, etc.,	19,593 20
Bills payable,	49,701 60
Profit and loss,	132,812 92
Total,	\$1,285,607 72

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year : December 31, 1887, five per cent.

Paid in dividends, cash,	\$27 500 00
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BERLIN RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. B. Washington,	President,	Pittsburgh, Pa.
A. W. Black,	Secretary,	Pittsburgh, Pa.
W. H. Ijams,	Treasurer,	Baltimore, Md.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Welty McCullough, . . .	Greensburg, Pa.	S. Philson,	Berlin, Pa.
W. H. Koontz,	Somerset, Pa.	Robert Garrett,	Baltimore, Md.
S. A. Philson,	Berlin, Pa.	W. M. Clements,	Baltimore, Md.

Date of annual meeting for election of directors, first Monday in May.

GENERAL INFORMATION.

Name of road : The Berlin Railroad Company.

By whom operated : The Baltimore and Ohio Railroad Company.

By what authority : As lessee of the Pittsburgh and Connellsville Railroad Company.

The general offices of the company are located at Pittsburgh, Pa.

For information concerning this report, address J. B. Washington, Pittsburgh, Pa.

How are the passenger cars on your road heated, lighted and ventilated ? See Pittsburgh and Connellsville Railroad Company's report.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Buffalo Valley Railroad Company.

Act February 19, 1849, act April 1, 1868, act March 14, 1871, State of Pennsylvania.

Reorganized July 7, 1879.

CAPITAL STOCK.

Amount authorized by law,	\$50,000 00
Amount subscribed,	50,000 00
Amount now paid in, common,	50,000 00
Number of shares issued,	1,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Total amount of funded and unfunded debt,	\$39,314 24
Unfunded debt as per last report,	32,127 38

COST.

Purchased and operated by Baltimore and Ohio Railroad Company and no record of price.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Garrett, Pa., to Berlin, Pa.,	8.00	8.00
Length of single main track,	8.00	8.00
SUMMARY.		
Length of main line,	8.00	8.00
Length of sidings and other tracks not above enumerated, . . . . .	.90	.90
Length of all tracks,	8.90	8.90

GAUGE.

Gauge of lines, 4 ft. 8½ in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with iron rail on lines owned, leased or operated,	8.90	8.90
Weight of rail per yard, iron,		60 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 9
 Wooden trestles, number of, 9; aggregate length, 1,180 feet.

CROSSINGS.

Number of crossings of highways, at grade, in this Commonwealth, 7
 Number of crossings at which there are neither gates nor flagmen, 7

Statement of regulations governing employes in regard to these crossings: On approaching road crossings a whistle signal is given and engine bell is rung.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line,	1	1
Number of fuel and water stations on main line,	1	1

Material of foundation upon which track is laid: Cross-ties and broken stone ballast.

EQUIPMENT.

Equipment furnished by Baltimore and Ohio Railroad Company.

EMPLOYES.

Average number of persons regularly employed by company, including officials, 27
 Same in Pennsylvania, 27

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains, 20
 Number of miles run by freight and coal trains, 33,675
 Total number of miles run, 33,695
 Number of tons of 2,000 pounds of through freight for the year on main road, 33,775

DOINGS OF THE YEAR—CONTINUED.

Number of tons of 2,000 pounds of local freight for the year,	345
Number of tons of freight carried one mile,	258,210
Gross amount of tonnage for the year (2,000 pounds per ton),	34,120
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	15
Average rate of speed adopted by freight trains, including stops (miles per hour),	10

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal and coke,	26,540	Merchandise and manufactures,	625
Petroleum and other oils,	48	Lumber,	4,128
Other iron or castings,	125	Other articles,	695
Stone and lime,	1,179		
Agricultural products,	780	Total,	34,120

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

Average rate per ton per mile,	$2\frac{33}{100}$ cents.
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	Passengers.	Miles.	Amount.
October, 1887,	610	4,880	\$112 99
November, 1887,	484	3,872	92 05
December, 1887,	622	4,727	118 06
January, 1888,	461	3,688	87 60
February, 1888,	526	4,208	99 88
March, 1888,	538	4,089	107 70
April, 1888,	488	3,708	97 65
May, 1888,	560	4,250	99 39
June, 1888,	593	3,848	88 43
July, 1888,	1,104	8,591	212 66
August, 1888,	796	6,287	158 01
September, 1888,	821	6,258	134 95
Total,	7,603	58,406	\$1,409 37

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

Average rate per passenger per mile,	$2\frac{4}{10}$ cents.
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FROM TRANSPORTATION OF FREIGHT.

MONTHS.	Tons.	Miles.	Amount.
October, 1887,	1,706	12,231	\$349 53
November, 1887,	2,187	16,250	413 84
December, 1887,	2,427	19,001	446 73
January, 1888,	2,117	15,621	385 39
February, 1888,	3,668	27,952	655 13
March, 1888,	2,593	18,441	516 63
April, 1888,	3,592	27,561	625 20
May, 1888,	4,063	31,884	639 55
June, 1888,	5,366	41,955	804 15
July, 1888,	1,868	14,584	359 76
August, 1888,	2,635	19,029	465 36
September, 1888,	1,898	13,701	362 91
Total,	34,120	258,210	\$6,024 18

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	TOTAL.
October, 1887,	\$30 03	\$3 93	\$33 96
November, 1887,	30 03	5 07	35 10
December, 1887,	30 03	4 66	34 69
January, 1888,	30 03	3 44	33 47
February, 1888,	30 03	4 44	34 47
March, 1888,	27 73	3 07	30 80
April, 1888,	29 26	2 95	32 21
May, 1888,	29 26	4 40	33 66
June, 1888,	31 57	3 41	34 98
July, 1888,	29 26	4 06	33 32
August, 1888,	29 26	3 83	33 09
September, 1888,	29 26	3 97	33 23
Total,	\$355 75	\$47 23	\$402 98

RECAPITULATION.

Total passenger earnings for the year,	\$1,409 37
Total freight earnings for the year,	6,024 18
Total earnings from all other sources,	402 98
Total earnings for the year,	<u>\$7,836 53</u>

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	<u>\$571 52</u>
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EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Agents and clerks,	\$1,297 97
Brakemen, tonnage,	502 56
Cleaning engines and cars,	532 32
Conductors, tonnage,	431 31
Dispatchers, yard masters,	212 25
Foreign agencies, E. and W. agencies,	559 45
Heating ears,	26 72
Heating stations,	9 07
Miscellaneous and con. and Baltimore and Ohio express expenses,	152 43
Labor, depots,	105 20
Lighting cars,	42
Lighting stations,	1 46
Oil for locomotives, ears and signals,	83 13
Stationery, printing and advertising,	166 84
Superintendence,	237 75
Telegraph, superintendent and operators,	10 81
Total,	<u>\$4,309 69</u>

MOTIVE POWER.

Enginemen and firemen, freight,	\$1,350 94
Fuel for locomotives,	537 17
Pumping water,	25
Locomotives, repairs of,	1,343 13
Water, wood and coal stations, expenses and repairs of,	11 54
Total,	<u>\$3,243 03</u>

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MAINTENANCE OF WAY.

Repairing railway, material ordered, repairs,	\$72 9
Bridges, repairs of,	606 8
Cross-ties, repairs of railway,	1,192 19
Rails, iron and steel,	3 06
Spikes,	1 18
Repairs of depots, depots proper,	20 34
Watchmen, watching bridges,	1 06
Total,	<u>\$1,891 4</u>

MAINTENANCE OF CARS.

Cars, repairs of freight,	\$403 16
Cars, repairs of passenger, baggage, express and postal,	250 31
Laborers,	2,619 72
Total,	<u>\$3,273 19</u>

GENERAL EXPENSES.

General expenses,	\$1,372 65
Legal expenses,	242 32
Taxes on real estate,	49 27
Loss by accident,	70 28
	<u>\$1,734 52</u>

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$1,409 37
Freight transportation, local and through,	6,024 18
Mail service, \$355.75; express service, \$47.23; total,	402 98
Total,	<u>\$7,836 53</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$4,309 69
Motive power,	3,243 03
Maintenance of way,	1,891 43
Maintenance of cars,	3,273 19
General expenses,	1,734 52

Total operating expenses, \$14,451 86

Expenditures charged to cost of road, real estate and equipment during the year, 571 52

Total expenditures during the year, \$15,023 38

Operating expenses, 184.41 per cent. of earnings.

Deficit, \$6,615 33

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of road,	\$50,000 00
Profit and loss,	39,314 24
	<u>\$89,314 24</u>

LIABILITIES.

Capital stock,	\$50,000 00
Due other corporations,	39,314 24
	<u>\$89,314 24</u>

EXPRESS COMPANIES.

Names of express companies that run on the road: United States Express Company.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$355.75; see "earnings from all other sources."

BERLIN BRANCH RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
A. W. Eichelberger,	President,	Hanover, Pa.
A. W. Storm,	Secretary,	East Berlin, Pa.
Jacob Risser,	Treasurer,	East Berlin, Pa.
R. M. West,	Auditor,	Hanover, Pa.
H. D. Scott,	General Superintendent, . .	Gettysburg.
Peter Markle,	Track Boss,	Abbottstown.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
A. W. Eichelberger, . . .	Hanover, Pa.	A. W. Storm,	East Berlin, Pa.
R. M. Wert,	Hanover, Pa.	R. N. Miesenhelder, . .	East Berlin, Pa.
Henry A. Young,	Hanover, Pa.	J. M. Smyser,	East Berlin, Pa.
Joseph Wolf,	Abbottstown, Pa.	Wm. S. Hildebrand, . .	East Berlin, Pa.
Daniel Eberly,	Abbottstown, Pa.	Jacob Risser,	East Berlin, Pa.

Date of annual meeting for election of directors, second Monday in January at Abbottstown, Pa.

GENERAL INFORMATION.

Name of road: Berlin Branch Railroad Company.

By whom operated: Western Maryland Railroad Company, at 40 cents per running mile.

CAPITAL STOCK.

Amount authorized by law,	\$75,000 00
Amount subscribed,	45,900 00
Amount now paid in, common,	43,195 19
Number of shares issued,	863
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due 1896; bear interest at 6 per cent., which is payable April 1 and October 1), amount,	\$25,000 00
Second mortgage bonds (due 1900; bear interest at 6 per cent), amount,	15,300 00
Total amount of funded debt,	\$40,300 00

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$1,220 06
Debt incurred for any other purpose, and for what: operating road,	8,347 20
Total amount of unfunded debt,	9,567 26
Total amount of funded and unfunded debt,	\$49,867 26

DEBT—CONTINUED.

Funded debt as per last report,	\$40,300 00	
Unfunded debt as per last report,	9,517 26	
Total cash realized from capital stock and debt,		<u>\$93,062 45</u>

COST.

Cost of roads owned to December 31, 1887,	\$92,762 45	
Cost of additions for the year ending December 31, 1888,	93,062 45	
Average of same per mile of road laid,	13,294 63	
Total cost of equipment owned: No equipment.		
Total cost of roads and equipment,		<u>93,062 45</u>

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Red Hill to East Berlin,	<u>7 miles 40 ft.</u>
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SUMMARY.

Length of main line,	<u>7 miles 40 ft.</u>
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GAUGE.

Gauge of lines,	<u>4 ft. 8 ins.</u>
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TRACK.

Weight of rail per yard, iron,	<u>50 to 56 lbs.</u>
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BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	2	
Wooden bridges, aggregate length,	80 feet.	
Total length of bridges and trestles,		<u>80 feet.</u>

Statement of regulations governing employes in regard to these crossings: Alarm given by bell and whistle.

Material of foundation upon which track is laid: Part earth and part stone.

EQUIPMENT.

No equipment. Road worked by Western Maryland Railroad Company.

Average number of cars in freight trains, all mixed trains,	<u>4</u>
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DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains, all mixed trains,	<u>5,456</u>
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THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	1,261	Lumber,	1,171
Bituminous coal and coke,	151	Other articles,	472
Stone and lime,	1,319		
Agricultural products,	854	Total,	<u>7,527</u>
Merchandise and manufactures,	2,031		

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.	
	Passengers.	Amount.
January, 1888,	203	\$47 23
February, 1888,	204	51 67
March, 1888,	291	67 29
April, 1888,	328	76 33
May, 1888,	368	87 09
June, 1888,	306	76 62
July, 1888,	395	84 00
August, 1888,	519	114 79
September, 1888,	672	130 16
October, 1888,	319	76 87
November, 1888,	516	90 78
December, 1888,	334	82 73
Total,	4,455	\$985 56

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS
FOLLOWS:

For second class through passengers, 3 to 4 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT. TONS.	LOCAL FREIGHT. TONS.	TOTAL.	
			Tons.	Amount.
January, 1888,	225	..	..	\$97 86
February, 1888,	189	..	..	109 97
March, 1888,	308	..	..	133 61
April, 1888,	472	12	..	240 69
May, 1888,	548	89	..	243 72
June, 1888,	664	69	..	261 54
July, 1888,	340	15	..	145 12
August, 1888,	1,466	16	..	426 49
September, 1888,	836	13	..	277 13
October, 1888,	658	49	..	277 38
November, 1888,	108	5	..	223 09
December, 1888,	443	2	..	176 90
Total,	7,257	270	7,527	\$2,613 50

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	TOTAL.
January, 1888, . . . . .	..	\$2 17	..
February, 1888, . . . . .	..	6 81	..
March, 1888, . . . . .	..	6 92	..
April, 1888,	\$76 27	3 89	..
May, 1888, . . . . .	..	5 48	..
June, 1888, . . . . .	..	3 01	..
July, 1888,	77 27	4 58	..
August, 1888, . . . . .	..	5 30	..
September, 1888, . . . . .	..	3 87	..
October, 1888,	77 27	3 50	..
November, 1888, . . . . .	..	5 80	..
December, 1888,	77 27	4 09	..
Total,	\$308 08	\$54 70	\$362 78

RECAPITULATION.

Total passenger earnings for the year,	\$985 56
Total freight earnings for the year,	2,813 01
Total earnings from all other sources,	462 03
Proportion of earnings in Pennsylvania to earnings of whole line,	\$4,260 60

EXPENDITURES DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Agents,	\$300 00
Car service,	89 96
Heating stations,	23 87
Incidentals,	71 70
Mail expenses,	42 00
Stationery and printing,	46 80
Paid Western Maryland Railroad transportation,	1,971 50
Total,	<u>\$2,545 83</u>

MAINTENANCE OF WAY.

Cross-ties and freight,	\$407 94
Incidentals,	17 10
Road-bed, repairs of, labor and material, stone,	23 20
Snow and ice, removing,	45 40
Spikes,	25 83
Tools and repairs of tools,	4 37
Track, repairing,	792 34
Total,	<u>\$1,316 18</u>

GENERAL EXPENSES.

Incidentals and legal expenses,	\$2 75
Office expenses, repairs and furniture,	4 39
Salaries of president and other officers,	130 00
Total,	<u>\$137 14</u>

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$985 56
Freight transportation, local, \$2,613.50; market car, \$199.51; total,	8,213 01
Mail service, \$308.08; express service, \$54.70; total,	362 78
Miscellaneous,	3 25
Total,	<u>\$4,260 60</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$2,545 83
Maintenance of way,	1,316 18
General expenses,	137 14
Total operating expenses,	<u>\$3,999 15</u>

Earnings per mile of road operated,	\$608 51 $\frac{2}{3}$
Expenses per mile of road operated,	571 30 $\frac{2}{3}$
Net earnings,	<u>261 45</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$76,726 19
Balance,	493 76
Note,	58 50
Profit and loss,	15,784 00
Total,	<u>\$93,062 45</u>

LIABILITIES.

Capital stock,	\$43,195 19
Funded debt,	40,300 00
Unfunded debt,	9,567 26
Total,	<u>\$93,062 45</u>

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$77 $\frac{27}{100}$ per quarter.

BETHLEHEM AND BELVIDERE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
F. C. Yarnall,	President,	Philadelphia.
S. Shepherd,	Secretary and Treasurer, . .	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. S. Harris,	Philadelphia.	E. W. Clark, Jr.,	Philadelphia.
E. W. Clark,	Philadelphia.	C. F. Howell,	Philadelphia.
S. Shepherd,	Philadelphia.		

GENERAL INFORMATION.

Name of road : Bethlehem and Belvidere.

The general offices of the company are located at Philadelphia.

CAPITAL STOCK.

Amount authorized by law,	\$160,000 00
Amount subscribed,	100,000 00
Amount now paid in, common,	10,000 00
Number of shares issued,	2,000
Amount paid in on each share,	5 00
Par value of each share,	50 00

BRADFORD RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
G. Clinton Gardner,	President,	Greenfield, Mass.
C. H. Allen,	Vice President,	New York city.
J. R. Trimble,	Secretary,	Philadelphia, Pa.
F. S. Buell,	Treasurer,	Buffalo, N. Y.
Wm. L. Doyle,	Auditor,	Buffalo, N. Y.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
G. Clinton Gardner, . .	Greenfield, Mass.	C. H. Clark,	Philadelphia, Pa.
C. H. Allen,	New York city.	Isaac N. Seligman, . . .	New York city.
A. N. Martin,	Summit, N. J.	E. W. Clark,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.		

GENERAL INFORMATION.

Name of road : Bradford Railroad.

By whom operated : Western New York and Pennsylvania Railroad.

By what authority : Lease.

The general offices of the company are located at Buffalo, New York.

For information concerning this report, address Wm. L. Doyle, Auditor, Buffalo, New York.

How are the passenger cars on your road heated, lighted and ventilated ? Heated with stoves ; lighted with lamps ; ventilation ordinary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This road is leased to and operated by tha Western New York and Pennsylvania Railroad Company, and the company respectfully refers to the report of that company, in whose statement the operations of this road are included.

The Western New York and Pennsylvania Railroad Company owns all the stock of this company and also the lease above mentioned and it is practically a consolidation in fact.

CAPITAL STOCK.

Amount subscribed,	\$100,000 00
Amount now paid in, common,	100,000 00
Number of shares issued,	1,000
Amount paid in on each share,	100 00
Par value of each share,	100 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bradford to Kinzua Junction,	14	14

GAUGE.

Gauge of lines, 3 feet

BRADFORD, BORDELL AND KINZUA RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
John J. Carter,	President,	Titusville, Pa.
A. I. Wilcox,	Vice President,	Bradford, Pa.
John E. Ransom,	Secretary,	Buffalo, N. Y.
C. T. Griggs,	Treasurer,	Bradford, Pa.
W. R. Dieffenback,	Auditor,	Bradford, Pa.
George L. Roberts,	General Solicitor,	Bradford, Pa.
John J. Carter,	General Manager,	Titusville, Pa.
John C. McKenna,	General Superintendent,	Bradford, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John J. Carter,	Titusville, Pa.	S. S. Guthrie,	Buffalo, N. Y.
R. G. Taylor,	Bradford, Pa.	J. E. Ransom,	Buffalo, N. Y.
A. I. Wilcox,	Bradford, Pa.	J. B. McGeorge,	New York city.
George L. Roberts,	Bradford, Pa.	J. R. Broadhead,	Buffalo, N. Y.
W. W. Brown,	Bradford, Pa.	L. J. Backer,	Boston, Mass.
H. F. Sweetzer,	Titusville, Pa.		

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : Bradford, Bordell and Kinzua Railroad Company.

By whom operated : Bradford, Bordell and Kinzua Railroad Company.

By what authority : Charter issued under date of March 4, 1880.

The general offices of the company are located at Bradford, Pa.

For information concerning this report address John J. Carter, Bradford, Pa.

How are the passenger cars on your road heated, lighted and ventilated? Stoves; lamps; roof ventilators.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount authorized by votes of the company,	400,000 00
Amount subscribed,	250,000 00
Amount now paid in, common,	250,000 00
Number of shares issued,	4,756
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due, June 1, 1932; bear interest at 6 per cent.), amount,	\$500,000 00
Total amount of funded debt,	\$500,000 00

DEBT—CONTINUED.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property, audited vouchers and pay-rolls, etc.,	\$67,581 88	
Unpaid coupons prior to 1885,	525 00	
Proportion of 1885, interest payable in cash,	160 00	
Total amount of unfunded debt,		\$68,266 88
Debt incurred for any other purpose and for what :		

* CONTINGENT DEBT.

New York, Lake Erie and Western Railroad Company (special account),	\$176,443 77	
Certificates of indebtedness,	24,100 00	
Accumulated interest,	92,130 00	
Proportion of 1885, interest payable in certificates,	800 00	
	<u>\$293,473 77</u>	
Total amount of funded and unfunded debt,		<u>\$568,266 88</u>
Funded debt as per last report,	\$500,000 00	
Unfunded debt as per last report, including contingent debt,	346,929 82	
Total cash realized from capital stock and debt,		<u>\$452,000 00</u>

COST.

Cost of roads owned to December 31, 1887,	\$521,254 24	
Cost of additions for the year ending December 31, 1888,	1,316 21	
Total cost of roads owned to date,	<u>\$522,570 45</u>	
Average of same per mile of road laid, 46.72,	\$11,185 15	
Average of same per mile of single track,	11,185 15	
Proportion of same for Pennsylvania,	11,185 15	
Cost of equipment owned to December 31, 1887,	\$86,586 34	
Cost of equipment additions for the year ending December 31, 1888,	511 59	
Total cost of equipment owned,	<u>\$87,097 93</u>	
Average cost of equipment per mile of road owned by the company, 33.73,	\$2,582 20	
Average cost of equipment per mile of road operated by company, 70.54,	1,234 73	
Proportion of same for Pennsylvania,	1,234 73	
Cost of road and equipment per mile (of road owned by company), 33.73,	18,074 96	
Proportion of same for Pennsylvania, 33.73,	18,074 96	
Total cost of roads and equipment,	609,668 38	
Proportion of same for Pennsylvania,	609,668 38	

* Contingent debt. See explanation of same on page 116.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bradford to Simpson,	15	15
Length of single main track,	15	15
BRANCHES.		
Bordell branch, from Kinzua Junction to { Length of road,	1.93	1.93
Rew City, { Length of single track,	1.93	1.93
LEASED ROADS.		
Bradford, Bordell and Smethport, from { Length of road,	10.23	10.23
Simpson to Smethport, { Length of single track,	10.23	10.23
Rew City and Eldred, from Rew City to El- { Length of road,	12.16	12.16
dred, { Length of single track,	12.16	12.16
Big Level and Kinzua, from Ormsby Junc- { Length of road,	10.50	10.50
tion to Mt. Jewett, { Length of single track,	10.50	10.50
Mt. Jewett branch P. and M. Railroad, from { Length of road,	12.50	12.50
Mt. Jewett to Kanc, { Length of single track,	12.50	12.50
SUMMARY.		
Length of main line,	15	15
Length of branches owned by the company,	1.93	1.93
Length of leased roads,	45.39	45.39
Length of operated roads,	45.39	45.39
Total length of all roads owned, leased and operated,	62.32	62.32
Length of sidings and other tracks not above enumerated,	8.22	8.22
Length of all tracks,	70.54	70.54

Gauge of lines, 3 feet.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	35.73	35.73
Miles of track laid with iron rail on lines owned, leased or operated, .	26.59	26.59

Weight of rail per yard,	{ Steel,	40 pounds.
	{ Iron,	30 pounds.

Railroads crossing at grade, lines owned by the company in this Commonwealth : New York, Lake Erie and Western Railroad, at Bradford, Pa. ; Western New York and Pennsylvania Railroad, at Bradford, Pa. ; Buffalo, Rochester and Pittsburgh Railroad, at Bradford, Pa.

Number of crossings of highways, at grade, in this Commonwealth,	10
Number of crossings at which there are neither gates nor flagmen, .	10

Statement of regulations governing employ  s in regard to these crossings : Whistle sounded eighty rods from crossing and bell rung continuously until crossing is passed.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line (passenger, 2; freight, 1),	3	3
Number of stations on branches, passenger and freight,	1	1
Number of stations on leased roads (passenger, 5; freight, 1),	6	6
Number of engine houses and shops owned by the company,	2	2
Number of fuel and water stations on main line,	3	3
Number of fuel and water stations on leased roads,	5	5

CHARACTERISTICS OF ROAD—CONTINUED.

Material of foundation upon which track is laid: Stone, gravel and earth.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Leased passenger cars, first class,	1	.....
Leased locomotives,	3	.....
Locomotives,	5	\$7,137 79
Passenger cars, second class,	5	2,522 28
Baggage, mail and express cars,	1	990 00
Cabooses,	1	267 75
Freight cars, 8-wheel (box, 10; flat, 28; gondola, 32),	70	.....
Freight cars, 4-wheel (hoist trucks, pairs),	60	.....
Total freight cars,	70	.....
Hand cars and hand trucks,	11	.....
Leased cars, flat and gondola,	75	.....

Train brake in use: Vacuum brake on passenger equipment and freight engines; hand-brake on freight cars.

Average number of cars in passenger trains, including mail, express and baggage cars,	2
Average number of cars in freight trains,	8
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	56
Average weight of freight trains, including locomotive and tender, in working order, in tons,	89

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	105
Same in Pennsylvania,	105

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	92,192
Number of miles run by freight and coal trains,	60,096
Total number of miles run,	152,288
Number of passengers carried one mile in Pennsylvania,	764,526
Number of tons of 2,000 pounds of through freight for the year on main road, and number of tons of 2,000 pounds of local freight for the year,	73,490
Number of tons of freight carried one mile,	1,828,728
Number of tons of freight carried one mile in Pennsylvania,	1,828,728
Gross amount of tonnage for the year (2,000 pounds per ton),	73,490
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	16
Average rate of speed adopted by freight trains, including stops (miles per hour),	10

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal, 3	Merchandise and manufactures, 5,823.2
Petroleum and other oils, 131.4	Live stock, 5.2
Pig iron, 365.9	Lumber, 58,063
Other iron or castings, 6,228.4	Other articles, 1,062.4
Stone and lime, 137.6	
Agricultural products, 2,029.6	Total, 73,489.7

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For local and through freight,	2.38 cents
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EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
January, 1888,	3,352	40,230	\$1,508 61
February, 1888,	4,382	52,587	1,972 02
March, 1888,	4,695	56,344	2,112 92
April, 1888,	4,581	54,974	2,061 69
May, 1888,	5,304	63,646	2,386 73
June, 1888,	5,180	62,150	2,330 62
July, 1888,	4,951	59,409	2,227 85
August, 1888,	5,681	68,178	2,556 69
September, 1888,	5,465	65,577	2,459 15
October, 1888,	7,378	88,530	3,319 86
November, 1888,	6,998	83,971	3,148 91
December, 1888,	5,744	68,930	2,584 88
Total,	63,711	764,526	\$28,669 93

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS
FOLLOWS:

For first class through and way passengers, 3 $\frac{3}{4}$ cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	MILES.	AMOUNT.
January, 1888,	3,097.6		\$1,827 56
February, 1888,	5,150.6		3,038 83
March, 1888,	3,428.8		2,023 00
April, 1888,	4,530.3		2,672 88
May, 1888,	6,665.4		3,932 60
June, 1888,	8,198.5		4,837 13
July, 1888,	6,717.1		3,963 08
August, 1888,	7,758.2		4,577 35
September, 1888,	9,403.3		5,547 92
October, 1888,	7,658.1		4,518 26
November, 1888,	6,040.4		3,563 86
December, 1888,	5,200		3,067 99
Total,	73,848.3	1,828,728	\$43,570 46

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
January, 1888,	\$160 14	\$134 16	\$68 01	\$362 31
February, 1888,	161 14	214 18	91 50	466 82
March, 1888,	161 14	157 17	128 93	447 24
April, 1888,	280 33	159 49	273 82	713 64
May, 1888,	197 87	171 02	139 41	508 30
June, 1888,	195 35	189 76	95 10	480 21
July, 1888,	197 87	245 20	127 70	570 77
August, 1888,	190 83	171 27	44 92	407 02
September, 1888,	197 87	158 47		356 34
October, 1888,	197 87	169 45		367 32
November, 1888,	197 87	174 66		372 53
December, 1888,	197 87	175 07		372 94
Total,	\$2,336 15	\$2,119 90	\$969 39	\$5,425 44

RECAPITULATION.

Total passenger earnings for the year,	\$28,669 93
Total freight earnings for the year,	43,570 46
Total earnings from all other sources,	5,425 44
Total earnings for the year,	\$77,665 83

EARNINGS FOR THE YEAR—CONTINUED.

Total receipts from all sources on whole length of line,	\$77,665 83
Proportion of earnings in Pennsylvania to earnings of whole line,	77,665 83

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$1,279 78
Land or land damages,	14 00
Passenger and freight houses,	9 86
New semaphore,	12 57
New machinery,	4 75
Any other expenditures chargeable to this account: New snow plow,	506 84
Total,	\$1,827 80
Proportion for Pennsylvania,	\$1,827 80

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$50 76	.. . . .	\$50 76
Agents,	1,691 36	\$3,111 40	4,802 76
Brakemen,	1,692 50	2,491 00	4,183 50
Cars, cleaning,	317 38	158 89	476 27
Car furniture and fixtures,	53 29	.. . . .	53 29
Car service, . . . . .	.. . . .	151 17	151 17
Conductors and train agents,	2,205 00	2,205 81	4,410 81
Dispatchers,	206 25	206 25	412 50
Expenses of stations, except labor,	15	14	29
Heating cars,	85 45	.. . . .	85 45
Heating stations,	60 84	60 84	121 68
Hoist, repairs of, . . . . .	.. . . .	46 10	46 10
Incidentals,	163 36	205 03	368 39
Insurance,	12 07	12 08	24 15
Labor at stations,	1 12	2,474 96	2,476 08
Legal expenses (injury to persons and property), . . . . .	.. . . .	236 06	236 06
Loss and damage, . . . . .	.. . . .	104 55	104 55
Mail expenses,	255 44	.. . . .	255 44
Oil for lamps and waste,	83 17	262 86	346 03
Rents,	138 76	253 86	392 62
Stationery and printing,	244 03	175 77	419 80
Stations, repairs of and furniture for,	40 85	39 63	80 48
Superintendents,	400 00	400 00	800 00
Switching cars, . . . . .	.. . . .	222 25	222 25
Telegraph expenses,	189 67	195 67	385 34
Wrecks, clearing,	33 92	148 69	182 61
Total,	\$7,925 37	\$13,163 01	\$21,088 38
MOTIVE POWER.			
Enginemen and firemen, passenger,	\$3,569 91	.. . . .	\$3,569 91
Enginemen and firemen, freight, . . . . .	.. . . .	\$4,566 01	4,566 01
Engine houses and machine shops, etc., repairs of,	23 86	23 87	47 73
Fuel for heating,	120 00	120 00	240 00
Fuel for locomotives,	4,871 62	4,869 87	9,741 50
Incidentals,	879 48	879 48	1,758 96
Insurance,	67 00	66 99	133 99
Laborers,	76 18	76 19	152 37
Locomotives, repairs of,	2,342 14	5,520 07	7,862 21
Oil for locomotives,	91 23	91 23	182 46
Stationery and printing,	7 08	7 07	14 15
Tallow for locomotives,	77 00	76 99	153 99
Tools and machinery, repairs of,	94 77	94 76	189 53
Waste for locomotives,	98 09	98 06	196 15
Watchmen,	738 33	738 32	1,476 65
Water, wood and coal stations, expenses and repairs of,	418 64	418 60	837 24
Total,	\$13,475 34	\$17,647 51	\$31,122 85

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MAINTENANCE OF WAY.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Bridges, repairs of,	\$1,561 81	\$780 90	\$2,342 71
Cars, repairs of (in M. of W. service),	19 58	9 78	29 36
Cross-ties,	569 63	284 81	854 44
Foremen, tool and watch houses, repairs of,	24 19	12 09	36 28
Frogs,	49 06	24 52	73 58
Oil, tallow, waste, etc.,	10 08	5 04	15 12
Road bed, repairs of, labor and material,	50	25	75
Snow and ice, removing,	796 80	398 40	1,195 20
Spikes,	109 02	54 51	163 53
Splices,	19 00	9 50	28 50
Superintendents and supervisors,	171 27	85 63	256 90
Switches,	34 22	17 10	51 32
Tools and repairs of tools,	74 04	37 01	111 05
Track, repairing,	4,482 31	2,241 15	6,723 46
Total,	\$7,921 51	\$3,960 69	\$11,882 20
MAINTENANCE OF CARS.			
Cars, repairs of freight,	\$2,436 82	\$2,043 08	\$4,479 90
Incidentals,	17 37	34 73	52 10
Insurance,	45 93	45 93	91 86
Total,	\$2,500 12	\$2,123 74	\$4,623 86
GENERAL EXPENSES.			
Advertising,	\$6 10	\$3 05	\$9 15
Attendants,	44 04	22 02	66 06
Clerks,	146 94	73 47	220 41
Fuel and light,	55 00	27 50	82 50
Incidentals and legal expenses,	446 57	223 28	669 85
Office expenses, repairs and furniture,	29 38	14 69	44 07
Salaries of president and other officers,	2,557 44	1,278 71	3,836 15
Stationery and blanks,	99 70	49 84	149 54
Total,	\$3,385 17	\$1,692 56	\$5,077 73

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$28,669 93
Freight transportation, local and through,	43,570 46
Mail service, \$2,336.15; express service, \$2,119.90; total,	4,456 05
Miscellaneous,	969 39
Total,	\$77,665 83

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$7,925 37	\$13,163 01	\$21,088 38
Motive power,	13,475 34	17,647 51	31,122 85
Maintenance of way,	7,921 51	3,960 69	11,882 20
Maintenance of cars,	2,500 12	2,123 74	4,623 86
General expenses,	3,385 17	1,692 56	5,077 73
Total operating expenses,			\$73,795 02
Expenditures charged to cost of road, real estate and equipment during the year,			1,827 80
Total expenditures during the year,			\$75,622 82

Operating expenses, 95 per cent. of earnings.		
Earnings per mile of road operated,		\$1,246 24
Expenses per mile of road operated,		1,184 13
Net earnings,		62 11

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of road and equipment,	\$609,668 38
Increase capital stock,	250,000 00
Rew City and Eldred Railroad Company,	113,087 40
Bradford, Bordell and Smethport Railroad Company,	7,363 14
T., V. and C. Railroad Company (loans, special),	\$54,852 49
Receiver T., V. and C. Railroad Company,	401 66
	<hr/>
New York, Lake Erie and Western Railroad Company, general account,	55,254 15
Recciver B., E. and C. Railroad Company,	*160,247 50
Marine National Bank,	3,421 53
Individuals and companies,	2,114 99
Profit and loss,	10,544 32
	164,120 08
	<hr/>
	\$1,375,821 49

LIABILITIES.

First mortgage bonds,	\$498,000 00
Common stock,	500,000 00
New York, Lake Erie and Western Railroad Company, special account,	176,443 77
† Certificates of indebtedness,	24,100 00
Unfunded debt:	
Audited vouchers,	\$19,893 79
Payrolls,	9,776 04
Individuals and companies,	9,034 20
John J. Carter, loans,	33,000 00
Bills payable,	11,958 69
‡ Interest on bonds uncalled for,	1,485 00
|| Interest on bonds due June and December, 1886,	29,880 00
|| Interest on bonds due June and December, 1887,	29,880 00
|| Interest on bonds due June and December, 1888,	29,880 00
§ Interest on bonds December, 1888,	2,490 00
	<hr/>
	177,277 72
	<hr/>
	\$1,375,821 49

EXPRESS COMPANIES.

Name of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: United States Express Company; paying one and one-half first-class freight rates.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service: \$49.24 per mile per annum; daily service except Sunday.

*This amount is due in cash to this company from the New York, Lake Erie and Western Railroad Company, according to existing contract. The item \$176,443.77 to the credit of that company is for the total amount charged up to them under the said contract for deficiencies up to this date, and that amount will be due and payable to them when it shall have been earned by this company in excess of current expenses and interest, and not sooner.

† Payable only if earned over current expenses and charges.

‡ Part payable in cash (\$685.00) and balance (\$800.00) in certificates.

|| In trustees' hands.

§ Not due.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Employees,	1	1	. . . . .	*2	1	3

* One of these died from injury received.

BRADFORD BORDELL AND SMETHPORT RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICE.	RESIDENCES.
John J. Carter,	President,	Titusville, Pa.
John E. Ransom,	Secretary,	Buffalo, N. Y.
George A. Eckbert,	Treasurer,	Titusville, Pa.
W. R. Dieffenback,	Auditor,	Bradford, Pa.
John J. Carter,	General Manager,	Titusville, Pa.
John C. McKenna,	General Superintendent,	Bradford, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John J. Carter,	Titusville, Pa.	G. A. Eckbert,	Titusville, Pa.
H. F. Sweetser,	Titusville, Pa.	John E. Ransom,	Buffalo, N. Y.
R. G. Taylor,	Bradford, Pa.	Aug. Stein,	New York, N. Y.
A. I. Wilcox,	Bradford, Pa.	J. B. McGeorge,	Buffalo, N. Y.
G. L. Roberts,	Bradford, Pa.		

GENERAL INFORMATION.

Name of road : Bradford, Bordell and Smethport Railroad Company.

By whom operated : Bradford, Bordell and Kinzua Railroad Company.

The general offices of the company are located at Bradford, Pa.

For information concerning this report, address John J. Carter, Bradford, Pa.

How are the passenger cars on your road heated, lighted and ventilated? Stoves ; lamps ; roof ventilators.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount subscribed,	100,000 00
Amount now paid in, common,	100,000 00
Number of shares issued,	1,000
Amount paid in on each share,	100 00
Par value of each share,	100 00

COST.

Costs of roads owned to December 31, 1887,	\$88,223 51
Total cost of road owned to date,	88,223 51
Average of same per mile of road laid,	7,273 17
Average of same per mile of single track,	7,273 17
Proportion of same for Pennsylvania,	7,273 17
Cost of equipment owned to December 31, 1887,	11,776 49
Total cost of equipment owned,	11,776 49
Average cost of equipment per mile of road owned by the company,	970 85
Proportion of same for Pennsylvania,	970 85
Cost of road and equipment per mile (of road owned by company),	8,244 02

COST—CONTINUED.

Proportion of same for Pennsylvania,	8,244 02
Total cost of roads and equipment,	100,000 00
Proportion of same for Pennsylvania,	100,000 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Simpson to Smethport,	10.23	10.23
Length of single main track,	10.23	10.23
SUMMARY.		
Length of main line,	10.23	10.23
Total length of all roads owned, leased and operated,	10.23	10.23
Length of sidings and other tracks not above enumerated,	2.21	2.21
Length of all tracks,	12.44	12.44

GAUGE.

Gauge of lines,	3 feet
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	10.23	10.23
Weight of rail per yard, steel,		40 lbs.

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth, .	3
Number of crossings at which there are neither gates nor flagmen, .	3
Statement of regulations governing employes in regard to these crossings: Whistle sounded eighty rods before reaching crossing and bell rung continuously until crossing is passed.	

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	2	2
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	3	3

Material of foundation upon which track is laid: Stone, gravel and earth.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	1	6,953 50
Passenger cars, first class,	2	2,411 49

Train brake in use: Eames vacuum.

This railroad is leased to and operated by the Bradford, Bordell and Kinzua Railroad Company. All reports of operations, earnings and expenses are included in the report made by that company.

BRADFORD, ELDRED AND CUBA RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
T. C. Platt,	Receiver,	New York, N. Y.
Frank M. Baker,	Agent for Receiver,	Addison, N. Y.
Frank M. Baker,	Auditor,	Addison, N. Y.
W. N. Atwood,	Superintendent,	Wellsville, N. Y.

DIRECTORS.

Same as 1885.

GENERAL INFORMATION.

Name of road : Bradford, Eldred and Cuba Railroad.

By whom operated : Bradford, Eldred and Cuba Railroad Company.

By what authority : Vote of stockholders.

The general offices of the company are located at Wellsville, N. Y., and Addison, N. Y.

For information concerning this report, address Frank M. Baker, agent for Receiver and Auditor, Addison, N. Y.

How are the passenger cars on your road heated, lighted and ventilated? Heated by stove; lighted with oil; top ventilators.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, May 11, 1881.

The Bradford, Eldred and Cuba Railroad Company is a corporation of the State of New York, created by filing articles of association in the office of the secretary of the State of New York, the 11th day of May, 1881, under the general railroad law of the State of New York.

The corporation is a lessee of the following railroad corporations, viz :

First.—The Wellsville, Bolivar and Eldred Railroad Company, a corporation of the State of New York, created by filing articles of association in the office of the secretary of the State of New York, April 29, 1881.

Second.—The Bradford, Richburg and Cuba Railroad Company, a corporation of the State of Pennsylvania, chartered under the general railroad laws of the State of Pennsylvania, March, 1881.

This company was placed in hands of Receiver, Hon. T. C. Platt, by decree of Supreme Court of State of New York, February 4, 1885.

CAPITAL STOCK.

Amount authorized by law,	\$500,000 00
Amount authorized by votes of company,	500,000 00
Amount subscribed,	480,000 00
Amount now paid in, common,	480,000 00
Number of shares issued, 4,800	
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due January 1, 1932; bear interest at 6 per cent., which is payable January and July), amount,	\$500,000 00
Second mortgage bonds (due June 1, 1885; bear interest at 6 per cent., which is payable June and December), amount,	60,000 00
Total amount of funded debt,	\$560,000 00

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property, vouchers and pay rolls,	\$39,848 84
Debt incurred for any other purpose, and for what: Interest on funded debt,	152,820 00
Receiver's certificates and bills payable,	143,823 55
Total amount of unfunded debt,	336,492 39
Total amount of funded and unfunded debt,	\$896,492 39
Funded debt as per last report,	\$560,000 00
Unfunded debt as per last report,	293,154 64
Total cash realized from capital stock and debt,	\$1,040,000 00

COST.

Cost of roads owned to September 30, 1887,	\$981,350 98
Cost of additions for the year ending September 30, 1888,	2,050 19
Total cost of roads owned to date,	979,300 79
Average of same per mile of road laid, 53.69,	18,239 91
Average of same per mile of single track,	18,239 91
Proportion of same for Pennsylvania, 5.74,	104,697 08
Total cost of equipment owned,	137,015 62
Average cost of equipment per mile of road owned by the company,	2,551 97
Average cost of equipment per mile of road operated by company,	2,551 97
Proportion of same for Pennsylvania,	14,646 97
Cost of road and equipment per mile (of road owned by company),	23,388 31
Proportion of same for Pennsylvania,	134,248 89
Total cost of roads and equipment,	1,116,316 41
Proportion of same for Pennsylvania,	119,326 78

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.		
	Whole length.	Length in Penn'a.	
Length of main line, from Cuba, N. Y., to State Line at Ceres, N. Y.,	23.71	.....
Length of single main track,	23.71	.....
LEASED ROADS.			
Wellsville, Bolivar and Eldred Railroad, from {	Length of road,	20.62	1.00
Wellsville, N. Y., to Little Genesee, N. Y., {	Length of single track,	20.62	1.00
Bradford, Richburg and Cuba Railroad, from {	Length of road,	9.36	5.74
Ceres, Pa., to Eldred, Pa., {	Length of single track,	9.36	5.74
SUMMARY.			
Length of main line,	23.71	.....
Length of leased roads,	29.98		5 74
Total length of all roads owned, leased and operated,	53.69		5.74
Length of sidings and other tracks not above enumerated,	4.61		.91
Length of all tracks,	58.30		6.65

GAUGE.

Gauge of lines, 3 feet.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	2.10	2.10
Miles of track laid with iron rail on lines owned, leased or operated,	51.59	3.64

Weight of rail per yard, { Steel, 40 lbs.
 { Iron, 30 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 22
 Wooden bridges, number of, 3; aggregate length, 305 feet.
 Wooden trestles, number of, 19; aggregate length, 5,280 feet.
 Total length of bridges and trestles, 5,585 feet.

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth :
 Lackawanna and Pittsburgh Railroad, at Little Genesee, N. Y.
 Number of crossings of highways, at grade, in this Commonwealth, 6
 Number of crossings at which there are neither gates nor flagmen, 6

Statement of regulations governing employ  s in regard to these crossings : Whistle sounded 80 rods from crossing and bell ringing.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	3	.....
Number of stations on leased roads, passenger and freight,	5	1
Number of engine houses and shops owned by the company,	2	.....
Number of fuel and water stations on main line,	3	.....

Material of foundation upon which track is laid : Stone, gravel and earth.

CHARACTERISTICS OF ROAD--CONTINUED.

EQUIPMENT.

Locomotives,	6
Passenger cars, first-class,	5
Passenger cars, second-class,	3
Total passenger cars,	8
Baggage, mail and express cars,	3
Freight cars, 8-wheel,	120
Cars, roadway department, 4-wheel,	6
Hand cars and hand trucks,	5

Train brake in use: Eames vacuum brake on passenger equipment and freight engines. Hand brakes on freight cars.

Average number of cars in passenger trains, including mail, express and baggage cars,	2
Average number of cars in freight trains,	8
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	56
Average weight of freight trains, including locomotive and tender, in working order, in tons,	67

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	52
Same in Pennsylvania,	5

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	41,316
Number of miles run by freight and coal trains,	20,658
Total number of miles run,	61,974
Number of passengers carried one mile in Pennsylvania,	84,068
Number of tons of 2,000 pounds of local and through freight for the year,	13,280
Number of tons of freight carried one mile,	265,600
Number of tons of freight carried one mile in Pennsylvania,	64,299
Gross amount of tonnage for the year (2,000 pounds per ton),	13,280
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	18
Average rate of speed adopted by express trains, including stops (miles per hour),	18
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Petroleum and other oils,	184.44	Live stock,	54.00
Pig iron,	2.00	Lumber,	2,115.49
Product of forest,	6,240.13	Other articles,	2,356.48
Meats, provisions,	527.84		
Agricultural products,	637.60	Total,	13,280.00
Merchandise and manufactures,	1,162.02		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For local and through, per ton per mile,	4 ³ / ₁₀ cents.
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

October, 1887,	\$1,280 03
November, 1887,	1,275 02
December, 1887,	1,314 93
January, 1888,	701 08
February, 1888,	910 00
March, 1888,	1,219 55
April, 1888,	1,009 38
May, 1888,	999 75
June, 1888,	1,049 65
July, 1888,	1,266 29
August, 1888,	1,128 01
September, 1888,	1,737 07
Total,	<u>\$13,890 76</u>

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers, 4 cents.

FROM TRANSPORTATION OF FREIGHT.

October, 1887,	\$1,218 02
November, 1887,	867 95
December, 1887,	683 69
January, 1888,	493 87
February, 1888,	755 41
March, 1888,	684 80
April, 1888,	659 53
May, 1888,	987 20
June, 1888,	1,287 02
July, 1888,	919 59
August, 1888,	1,236 21
September, 1888,	1,816 26
Total,	<u>\$11,609 55</u>

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
October, 1887,	\$146 57	\$73 10		
November, 1887,	146 57	67 77		
December, 1887,	146 57	74 33		
January, 1888,	146 57	44 40		
February, 1888,	146 57	55 39		
March, 1888,	146 57	68 81		
April, 1888,	126 90	67 44		
May, 1888,	146 57	72 20		
June, 1888,	140 95	73 61		
July, 1888,	146 57	60 87		
August, 1888,	146 57	72 11		
September, 1888,	146 57	91 27	\$1 63	
Total,	<u>\$1,733 55</u>	<u>\$821 30</u>	<u>\$1 63</u>	<u>\$2,556 48</u>

RECAPITULATION.

Total passenger earnings for the year,	\$13,890 76
Total freight earnings for the year,	11,609 55
Total earnings from all other sources,	2,556 48
Total earnings for the year,	<u>\$28,056 79</u>
Total receipts from all sources on whole length of line,	\$28,056 79
Proportion of earnings in Pennsylvania to earnings of whole line,	<u>6,792 32</u>

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$39 00	\$3 45	\$42 45
Agents,	843 75	843 75	1,687 50
Baggage masters and brakemen,	614 00	973 50	1,587 50
Cars, cleaning,	120 00	.....	120 00
Car furniture and fixtures,	34 75	.....	34 75
Clerks,	150 00	150 00	300 00
Conductors and train agents,	870 00	870 14	1,740 14
Dispatchers,	150 00	150 00	300 00
Heating cars,	95 00	95 00	190 00
Heating stations,	27 40	27 40	54 80
Incidentals,	98 67	48 35	147 02
Labor at stations, . . . . .	.....	529 17	529 17
Loss and damage, . . . . .	.....	160 70	160 70
Mail expenses,	89 00	.....	89 00
Tallow and waste,	69 00	197 40	266 40
Stationery and printing,	215 67	184 30	399 97
Stations, repairs of, and furniture for,	10 40	26 70	37 10
Superintendents,	150 90	150 90	301 80
Telegraph expenses,	214 17	229 13	443 30
Wrecks, clearing,	3 80	19 20	23 00
Total,	\$3,795 51	\$4,659 09	\$8,454 60
MOTIVE POWER.			
Enginemen and firemen, passenger,	\$1,334 05	.....	\$1,334 05
Enginemen and firemen, freight, . . . . .	.....	\$1,345 20	1,345 20
Engine houses and machine shops, etc., repairs of,	139 00	139 00	278 00
Fuel for locomotives,	1,520 07	1,643 42	3,163 49
Incidentals,	336 84	394 70	731 54
Laborers,	19 40	19 40	38 80
Locomotives, repairs of,	945 07	1,261 14	2,206 21
Oil for locomotives,	54 70	54 70	109 40
Stationery and printing,	1 40	3 60	5 00
Tallow for locomotives,	42 20	42 20	84 40
Waste for locomotives,	51 60	65 40	117 00
Watchmen,	275 00	275 00	550 00
Water, wood and coal stations, expenses and repairs of,	214 60	214 60	429 20
Total,	\$4,933 93	\$5,458 36	\$10,392 29
MAINTENANCE OF WAY.			
Bridges, repairs of,	\$238 00	\$119 00	\$357 00
Cars, repairs of (in M. of W. service),	24 00	16 45	40 45
Cross-ties,	1,266 90	768 45	2,035 35
Frogs,	74 30	57 60	131 90
Incidentals,	17 63	11 40	29 03
Road-bed, repairs of, labor and material, and removing snow and ice,	252 77	126 38	379 15
Spikes,	53 20	49 10	102 30
Splices,	46 10	31 00	77 10
Superintendents and supervisors,	190 40	160 60	351 00
Taxes on real estate for road,	345 40	345 40	690 85
Tools and repairs of tools and track repairing,	4,721 00	2,131 75	6,852 75
Total,	\$7,229 70	\$3,817 18	\$11,046 88
MAINTENANCE OF CARS.			
Cars, repairs of freight, . . . . .	.....	\$781 95	\$781 95
Cars, repairs of passenger, baggage, express and postal,	\$781 95	.....	781 95
Incidentals,	43 20	16 80	60 00
Total,	\$825 15	\$798 75	\$1,623 90
GENERAL EXPENSES.			
Advertising,	\$4 94	\$2 46	\$7 40
Fuel and light,	38 16	19 08	57 24
Incidentals and legal expenses,	199 47	99 73	299 20
Office expenses, repairs and furniture,	125 14	62 56	187 70
Salaries of president and other officers and clerks,	2,304 32	1,152 30	3,456 62
Stationery and blanks,	83 34	41 66	125 00
Total,	\$2,755 37	\$1,377 79	\$4,133 16

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$13,890 76
Freight transportation, local and through,	11,609 55
Mail service, \$1,733.55 ; express service, \$821.30 ; total,	2,554 85
Miscellaneous,	1 63
Total,	\$28,056 79

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$3,795 51	\$4,659 09	\$8,454 60
Motive power,	4,933 93	5,458 36	10,392 29
Maintenance of way,	7,229 70	3,817 18	11,046 88
Maintenance of cars,	825 15	798 75	1,623 90
General expenses,	2,755 37	1,377 79	4,133 16
Total operating expenses,	\$19,539 66	\$16,111 17	\$35,650 83
Expenditures charged to cost of road, real estate and equipment during the year,			\$35,650 83
Total expenditures during the year,			35,650 83

Operating expenses, 130 per cent. of earnings, including all taxes.	
Earnings per mile of road operated,	\$1,183 33
Expenses per mile of road operated,	1,563 01
Deficit,	\$7,594 04
Interest on funded debt due and accrued,	\$33,600 00
Taxes on earnings and capital stock,	150 45
Other,	690 85
Interest on loans,	267 56
Total deficit from all sources,	\$42,302 90

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of road and equipment,	\$554,536 91
Wellsville, Bolivar and Eldred Railroad,	405,410 00
Bradford, Richburg and Cuba Railroad,	156,369 50
Towanda Valley and Cuba Railroad Company, loans,	27,070 80
R. C. S. Taylor, trustee,	6,940 00
Theodore T. Wood, trustee,	1,400 00
John J. Carter, trustee,	34,000 00
Cash on hand,	1,371 96
Bills receivable,	1,395 22
Due by agents,	1,150 19
Open accounts,	4,683 92
Sundries,	93 52
Profit and loss, "deficiency,"	182,070 37
	\$1,376,492 39

LIABILITIES.

Capital stock,	\$480,000 00
Funded debt,	560,000 00
Interest on funded debt,	152,820 00
Dividends unpaid,	275 00
Audited vouchers and pay-rolls,	39,848 84
Open accounts,	22,083 39
Loans and bills payable,	121,435 01
Sundries,	30 15
	\$1,376,492 39

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates: United States Express Company; one and one-half first-class freight rates.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$53.01 per mile per annum for 33.18 miles.

STOCK AND DIVIDENDS.

Balance for the year, deficit,	\$42,302 90
Deficit at commencement of the year,	139,767 47
Total deficit,	<u>\$182,070 37</u>

ACCIDENTS TO PERSONS.

FROM THEIR OWN MISCONDUCT OR CARELESSNESS.

Employés injured,	<u>2</u>
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BRADFORD, RICHBURG AND CUBA RAILROAD COMPANY.

 REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

Same as 1887.

GENERAL INFORMATION.

Name of road: Bradford, Richburg and Cuba Railroad Company.

By whom operated: Bradford, Eldred and Cuba Railroad Company.

By what authority: By lease.

The general offices of the company are located at Addison, N. Y., and Wellsville, N. Y.

For information concerning this report, address Frank M. Baker, Agent for Receiver and Auditor, Addison, N. Y.

How are the passenger cars on your road heated, lighted and ventilated? Equipment owned by the Bradford, Eldred and Cuba Railroad Company.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company does not operate any railroad whatever, its own being leased to the Bradford, Eldred and Cuba Railroad company.

This company is a corporation of the State of Pennsylvania, chartered under the general railroad laws of the State of Pennsylvania March, 1881.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount authorized by votes of company,	100,000 00
Amount now paid in,	100,000 00
Number of shares issued, 310	
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

UNFUNDED DEBT.

Construction, right of way, etc., advanced by the Bradford, Eldred and Cuba Railroad,	\$156,369 50
Total amount of unfunded debt,	\$156,369 50
Unfunded debt as per last report,	\$156,369 50

COST.

Cost of roads owned to September 30, 1887,	\$156,369 50
Total cost of roads owned to date,	156,369 50
Average of same per mile of road laid, 9.36 miles,	16,706 14
Average of same per mile of single track,	16,706 14
Proportion of same for Pennsylvania, 5.74,	95,893 24
Cost of road and equipment per mile (of road owned by company), .	16,706 14
Proportion of same for Pennsylvania,	95,893 24
Total cost of roads and equipment,	156,369 50
Proportion of same for Pennsylvania,	16,706 14

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

The report of earnings, expenses, etc , are included in report of Bradford, Eldred and Cuba Railroad Company, by which company it is leased and operated.

CHARACTERISTICS OF ROAD,

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Ceres, Pa., to Eldred Pa.,	9.36	5.74
Length of single main track,	9.36	5.74
SUMMARY.		
Length of main line	9.36	5.74
Total length of all roads owned, leased and operated,	9.36	5.74
Length of sidings and other tracks not above enumerated, . . . . .	.91	.91
Length of all tracks,	10.27	6.65

GAUGE.

Gauge of lines, 3 feet

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	2.10	2.10
Miles of track laid with iron rail on lines owned, leased or operated, .	7.26	3.64

Weight of rail per yard, { Steel, 40 lbs.
 { Iron, 30 lbs.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth :
Buffalo, New York and Philadelphia Railroad, at Eldred, Pa.
Statement of regulations governing employ es in regard to these crossings : Whistle
sounded 80 rods from crossing and bell rung continuously until crossing is passed.

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of road and equipment,	\$156,369 50
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LIABILITIES.

Due Bradford, Eldred and Cuba Railroad Company for construction, etc.,	\$156,369 50
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BROCKWAYVILLE AND PUNXSUTAWNEY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Adrian Iselin, Jr.,	President,	36 Wall St., New York.
Wm. A. Baldwin,	Vice President,	Rochester, N. Y.
John H. Hocart,	Secretary and Ass't Treasurer,	36 Wall St., New York.
John F. Dinkey,	Auditor and Treasurer, . . .	Rochester, N. Y.
Wm. E. Hoyt,	Chief Engiueer,	Rochester, N. Y.
G. W. Bartlett,	General Superintendent, . . .	Buffalo, N. Y.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John H. Hocart,	36 Wall street, New York.	Victor Gulton,	615 Walnut street, Philadelphia.
Adrian Iselin, Jr.,	36 Wall street, New York.	Franklin Platt,	615 Walnut street, Philadelphia.
Adrian Iselin,	36 Wall street, New York.	Robert D. Maxwell, . . .	615 Walnut street, Philadelphia.
Henry Fatia,	36 Wall street, New York.	Thomas Tobin,	615 Walnut street, Philadelphia.
E. G. Platt,	615 Walnut street, Philadelphia.		

Date of annual meeting for election of directors, third Tuesday in January.

GENERAL INFORMATION.

Name of road : Brockwayville and Punxsutawney Railroad Company.

By whom operated : Buffalo, Rochester and Pittsburgh Railway Company, the successor of the Rochester and Pittsburgh Railroad Company.

By what authority : Lease.

The general offices of the company are located at 36 Wall street, New York, and 615 Walnut street, Philadelphia, Pa.

For information concerning this report, address John F. Dinkey, Auditor and Treasurer, Rochester, N. Y.

How are the passenger cars on your road heated, lighted and ventilated ? Owns no equipment.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association of the Brockwayville and Punxsutawney Railroad Company were filed on May 17, 1882, in the office of the Secretary of the Commonwealth of Pennsylvania.

Leased October 6, 1883, to the Rochester and Pittsburgh Railroad Company, its successors or assigns for 99 years, for the sum of \$1.00 annually ; the lessee to construct and maintain all needed improvements at its own expense, and provide for the maintenance and renewal of the road then leased.

All details of construction, equipment, earnings and expenses are included in the report of the lessee.

CAPITAL STOCK.

Amount authorized by law,	\$250,000 00
Amount authorized by votes of company,	250,000 00
Amount subscribed,	250,000 00
Amount now paid in, common,	250,000 00
Number of shares issued,	2,500
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

Total cash realized from capital stock and debt,	\$250,000 00
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COST.

Cost of roads owned to December 31, 1887,	\$250,000 00
Total cost of roads owned to date,	250,000 00
Average of same per mile of road laid,	10,000 00
Average of same per mile of single track,	10,000 00
Proportion of same for Pennsylvania,	10,000 00
Cost of road and equipment per mile (of road owned by company),	10,000 00
Proportion of same for Pennsylvania,	10,000 00
Total cost of roads and equipment,	250,000 00
Proportion of same for Pennsylvania,	250,000 00

CHARACTERISTICS OF ROAD.

Length of main line, from Punxsutawney, in Snyder township, to Young township in Jefferson county, Pa., terminus of the road,	25 miles.
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GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of road,	\$250,000 00
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LIABILITIES.

Capital stock,	\$250,000 00
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BUFFALO RUN, BELLEFONTE AND BALD EAGLE RAIL-ROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

DIRECTORS.

NAMES.	OFFICES.	RESIDENCES.
Hon. James A. Beaver,	President,	Harrisburg.
Jno. L. Kurtz,	Secretary, and Treasurer, . .	Bellefonte.
Jno. A. Wilson,	Chief Engineer,	Philadelphia.
Thos. A. Shoemaker,	Division Superintendent, . .	Bellefonte.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Hon. James A. Beaver. .	Harrisburg.	Adolph Loeb,	Bellefonte.
Philip Collins,	Bellefonte.	J. D. Shugert,	Bellefonte.
Robert Valentine,	Bellefonte.	Frank McCoy,	Bellefonte.
W. A. Wallace,	Clearfield.	Jno. L. Kurtz,	Bellefonte.

GENERAL INFORMATION.

Name of road: Buffalo Run, Bellefonte and Bald Eagle Valley Railroad Company.
The general offices of the company are located at Bellefonte, Centre county, Pa.
For information concerning this report, address Jno. L. Kurtz, Bellefonte, Centre county, Pa.

CAPITAL STOCK.

Amount authorized by law,	\$600,000 00
Number of shares issued,	7,761
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Three hundred and sixty-four bonds (due July 1, 1915; bear interest at 6 per cent.), amount,	\$364,000 00
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UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	36,996 65
Total amount of funded and unfunded debt,	\$400,996 65

COST.

Average of same per mile of road laid,	\$27,000 00
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CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Bellefonte to Nittany Valley Mining Co.,	23 ¹ / ₅ miles.
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CHARACTERISTICS OF ROAD—CONTINUED.

SUMMARY.

Length of main line,	23 $\frac{1}{2}$ miles.
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TRACK.

Miles of track laid with steel rail on lines owned, leased or operated,	27.566
Weight of rail per yard, steel,	56 lbs.

CROSSINGS.

Number of crossings of highways, at grade, in this Commonwealth,	27
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STATIONS.

Number of engine houses and shops owned by the company,	2
Number of fuel and water stations on main line,	2

Material of foundation upon which track is laid: Ballast and ties.

EMPLOYES.

Average number of persons regularly employed by company, including officials,	20
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

January, 1888,	\$196 97
February, 1888,	274 94
March, 1888,	343 40
April, 1888,	304 05
May, 1888,	347 54
June, 1888,	435 19
July, 1888,	405 66
August, 1888,	701 79
September, 1888,	501 60
October, 1888,	323 93
November, 1888,	331 27
December, 1888,	484 02
Total,	\$4,650 36

FOR TRANSPORTATION OF FREIGHT.

January, 1888,	\$758 22
February, 1888,	2,586 72
March, 1888,	3,696 50
April, 1888,	3,082 82
May, 1888,	3,112 04
June, 1888,	2,635 11
July, 1888,	4,007 37
August, 1888,	4,338 67
September, 1888,	4,395 20
October, 1888,	4,187 35
November, 1888,	4,219 09
December, 1888,	4,603 04
Total,	\$41,622 13

RECAPITULATION.

Total passenger earnings for the year,	\$4,650 36
Total freight earnings for the year,	41,622 13
Total earnings from all other sources,	2,421 83
Total earnings for the year,	\$48,694 32

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

New shops (machine and car) and engine houses,	\$3,474 56
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EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$4,650 36
Freight transportation, local and through,	41,622 13
Miscellaneous,	2,421 83
Total,	<hr/> \$48,694 32 <hr/>

EXPENSES—SUMMARY.

Conducting transportation,	\$23,353 68
Maintenance of cars,	6,700 77
Total operating expenses,	<hr/> \$30,054 45 <hr/>
Expenditures charged to cost of road, real estate and equipment during the year,	3,474 56
Interest on bonded indebtedness,	21,510 00
Total expenditures during the year,	<hr/> \$55,039 01 <hr/>
Deficit,	<hr/> \$6,344 69 <hr/>

ACCIDENTS TO PERSONS.

FROM THEIR OWN MISCONDUCT OR CARELESSNESS.

Others, killed,	<hr/> 1 <hr/>
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BUFFALO, BRADFORD AND PITTSBURGH RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Samuel Hines,	President,	Scranton, Pa.
Augustus R. Macdonough,	Secretary,	New York city, N. Y.
Edward White,	Treasurer,	New York city, N. Y.
Wm. J. Murphy,	General Superintendent,	Jersey City, N. J.
C. B. Merrick,	Division Superintendent,	Bradford, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Samuel Hines,	Scranton, Pa.	John King,	New York city, N. Y.
William A. May,	Scranton, Pa.	Samuel M. Felton, Jr.,	New York city, N. Y.
Joseph H. Strell,	Scranton, Pa.	Aug. R. Macdonough,	New York city, N. Y.
Abram K. Johnson,	Bradford, Pa.		

Date of annual meeting for election of directors, second Monday in June.

GENERAL INFORMATION.

Name of road : The Buffalo, Bradford and Pittsburgh Railroad.

By whom operated : The New York, Lake Erie and Western Railroad Company.

By what authority : Under a lease.

With what other companies consolidated : Formed by consolidation of the Buffalo and Bradford Railroad Company with the Buffalo and Pittsburgh Railroad Company.

Date of consolidation : March 22, 1859.

The general offices of the company are located at Bradford, Pa.

For information concerning this report, address A. R. Macdonough, Secretary, P. O. box 839, New York city.

How are the passenger cars on your road heated, lighted and ventilated? By stoves ; oil lamps ; ventilated at sides and top.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Buffalo and Bradford Railroad was incorporated March 14, 1856, under the general provisions of the act of February 19, 1849, of Pennsylvania.

The Buffalo and Pittsburgh Railroad Company was incorporated October 15, 1852, under the general railroad act of New York.

The companies consolidated under legislative authority from Pennsylvania May 20, 1857, and from New York April 6, 1858.

The articles of consolidation were executed February 26, 1859, and filed March 22, 1859.

CAPITAL STOCK.

Amount authorized by law, as much as needed to complete road, . . .	\$2,286,400 00
Amount authorized by votes of company,	2,286,400 00
Amount now paid in, common,	2,286,400 00
Number of shares issued,	22,864
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due January 1, 1896; bear interest at 7 per cent., which is payable January 1st and July 1st), amount,	\$580,000 00
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UNFUNDED DEBT.

Total amount of funded and unfunded debt,	\$580,000 00
Funded debt as per last report,	\$580,000 00
Total cash realized from capital stock and debt,	\$2,866,400 00

COST.

Cost of roads owned to December 31, 1887, estimated, equal to bonds and stock,	*\$2,866,400 00
Average of same per mile of road laid,	109,530 00
Proportion of same for Pennsylvania,	73,059 00

Equipment is supplied by the lessee.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Carrolton, N. Y., to Gilesville, Pa.,	26.170	18.180
Length of single main track,	26.170	18.180
SUMMARY.		
Length of main line,	26.170	18.180
Length of sidings and other tracks not above enumerated,	15.876	10.933
Length of all track,	42.046	29.113

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	30.561	22.180
Miles of track laid with iron rail on lines owned, leased or operated, .	11.485	6.933

*Details of the cost of the road are not obtainable. The road, however, is responsible for the following:

Stock,	\$2,286,400 00
Bonds,	580,000 00
Betterments by lessees,	222,928 93
Total,	\$3,089,328 93

Weight of rail per yard, {	Steel,	63 lbs.
	Iron,	63 lbs.

TELEGRAPH LINES.

Length of lines in miles, 26; in Pennsylvania,	18
Number of miles of wire, 51; in Pennsylvania,	27

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	34
Wooden bridges, number of, 6; aggregate length,	408 feet.
Iron bridges, number of, 1; length,	189 feet.
Wooden trestles, number of, 27; aggregate length,	2,243 feet.
Total length of bridges and trestles,	2,840 feet.

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth :
Western New York and Pennsylvania Railroad, at Carrolton, one mile south of
Bradford, Pa.

Number of crossings of highways, at grade, in this Commonwealth,	17
Number of crossings at which gates or flagmen are maintained, . . .	2
Number of crossings at which there are neither gates nor flagmen, .	15

Statement of regulations governing employés in regard to these crossings : En-
gineers are instructed to see that bell is rung 80 rods before crossing is reached, and
until the same is passed.

STATIONS.	TOTAL.	IN PENN'A.
Number stations on main line, { Passenger, 1		.....
Freight, 1		.....
Passenger and freight combined, 5	7	5
Number of engine houses and shops owned by the company,	2	1
Number of fuel and water stations on main line,	2	2

Material of foundation upon which track is laid : Wooden ties, laid on gravel and
loam.

EQUIPMENT.

The equipment of this road is furnished by the lessee, the New York, Lake Erie
and Western Railroad Company.

Train brake in use : Westinghouse air brake on passenger trains; hand lever
brake on freight trains.

This road was leased to the Erie Railway Company for 499 years, from January 1,
1866. The lease was assumed, and the road continues to be operated by, the Erie
Railway's successor, the New York, Lake Erie and Western Railroad Company.
With regard to the inquiries on pages fourteen to twenty-one, inclusive, it is to be
noted that the particulars of the operations and expenditures of the road during the
past year have been kept as a part of the general accounts of the New York, Lake
Erie and Western Railroad Company, the lessee, and cannot be specified in detail
as applicable to this road.

EXPRESS COMPANIES.

Names of express companies that run on the road : Wells, Fargo & Company's
express.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its
mails, and the terms of service : Service on this line is performed by the New York,
Lake Erie and Western Railroad Company, under its general contract with the Post-
office Department.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employes,	12	. . . . .	22	. . . . .	34
Others,	2	4	. . . . .	4	2
Total,	14	4	22	4	36

BUFFALO, ROCHESTER AND PITTSBURGH RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Adrian Iselin, Jr.,	President,	36 Wall street.
Wm. A. Baldwin,	Vice President,	Rochester, N. Y.
John H. Hocart,	Secretary and Assis't Treas.,	36 Wall street.
John F. Dinkey,	Auditor and Treasurer,	Rochester, N. Y.
Wm. E. Hoyt,	Chief Engineer,	Rochester, N. Y.
George W. Bartlett,	General Superintendent, . . .	Buffalo, N. Y.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Walston H. Brown, . . .	New York city.	Wheeler H. Peckham, .	New York city.
Henry Fatis,	New York city.	John G. Nceser,	New York city.
Adrian Iselin,	New York city.	Henry I. Barbey,	New York city.
Adrian Iselin, Jr.,	New York city.	John H. Hocart,	New York city.
Fred. D. Toppen,	New York city.	Alfred Roosevelt, . . .	New York city.
Auguste Richard,	New York city.	A. H. Stevens,	New York city.
J. Kennedy Tod,	New York city.		

Date of annual meeting for election of directors: Third Monday of November.

GENERAL INFORMATION.

Name of road: Buffalo, Rochester and Pittsburgh Railway.

By whom operated: Buffalo, Rochester and Pittsburgh Railway.

By what authority: Articles of merger and consolidation.

With what other companies consolidated: Buffalo, Rochester and Pittsburgh Railroad Company; Pittsburgh and State Line Railroad Company.

Date of consolidation: March 11, 1887.

The general offices of the company are located at Rochester, N. Y., and 36 Wall street, New York city.

For information concerning this report, address John F. Dinkey, Auditor and Treasurer, Rochester, N. Y.

How are the passenger cars on your road heated, lighted and ventilated: Heated by steam from engine (Martin system), Baker heaters and stoves; lighted by lamps burning 300° F. T. oil; ventilated by ventilators in clear story and over doors.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Buffalo, Rochester and Pittsburgh Railway Company was formed March 11, 1887, by the consolidation of the Buffalo, Rochester and Pittsburgh Railroad Company of New York, and the Pittsburgh and State Line Railroad Company of Pennsylvania, the latter corporations being successors, by reorganization, of the Rochester and Pittsburgh Railroad Company. Articles of merger and consolidation were filed at Harrisburg March 10, 1887.

CAPITAL STOCK.

Amount authorized by law,	\$12,000,000 00
Amount authorized by votes of company,	12,000,000 00
Amount subscribed,	12,000,000 00
Amount now paid in, { Common, \$6,000,000 00 }	12,000,000 00
{ Special or preferred, 6,000,000 00 }	
Number of shares issued,	120,000
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due February 1, 1921; bear interest at 6 per cent., which is payable February and August), amount,	\$1,300,000 00
Second mortgage and income bonds (due February 1, 1921; bear interest at 6 per cent., if earned, which is payable February and August), amount,	1,870,000 00
First mortgage bonds, Perry railroad (due June 1, 1902; bear interest at 7 per cent., which is payable June and December), amount,	20,000 00
First mortgage consol bonds (due December 1, 1922; bear interest at 6 per cent., which is payable December and June), amount,	3,920,000 00
General mortgage bonds (due September 1, 1937; bear interest at 5 per cent., payable September and March), amount,	1,514,000 00
Car trusts, 5 series, maturing at different periods,	626,000 00
Outstanding reorganization and income bond scrip,	640 00
Total amount of funded debt,	\$9,250,640 00

UNFUNDED DEBT.

Sundry accounts,	\$25,403 59
Interest on funded debt, accrued,	114,802 44
Audited vouchers and pay-rolls,	149,236 67
Total amount of unfunded debt,	289,442 70
Total amount of funded and unfunded debt,	\$9,540,082 70
Funded debt as per last report,	\$7,870,070 00
Unfunded debt as per last report,	578,737 28
Total capital stock and debt,	\$21,540,082 70

COST.

Cost of roads owned to September 30, 1887,	\$15,127,127 87
Cost of additions for the year ending September 30, 1888,	65,099 45
Total cost of roads owned to date,	\$15,192,227 32

Average of same per mile of road laid and single track, 304.29 miles,	\$49,927 00
Proportion of same for Pennsylvania, 93.45 miles,	4,665,678 15
Cost of equipment owned to September 30, 1887,	2,394,420 40
Cost of additions for the year ending September 30, 1888,	423,689 68
Total cost of equipment owned,	2,818,110 08

Average cost of equipment per mile of road owned by the company, 304.29 miles,	\$9,261 00
Average cost of equipment per mile of road operated by company, 368.55 miles,	7,646 00
Proportion of same for Pennsylvania, owned, 93.45 miles,	718,443 60
Cost of road and equipment per mile (of road owned by company), 304.29 miles,	59,188 00
Proportion of same for Pennsylvania, 93.45 miles,	5,384,121 75
Total cost of roads and equipment,	18,010,337 40
Proportion of same for Pennsylvania, 93.45 miles,	5,384,121 75

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penna.
Length of main line, from Rochester and Buffalo to Walston Mines, .	215.65	49.47
Length of single main track,	215.65	49.47
Length of second main track,	1.86	.....
BRANCHES.		
Beech Tree Mine branch, from Beech Tree	Length of road,	4.04
Junction to Beech Tree Mine,	Length of single track, .	4.04
Elk Run branch, from Elk Run Junction to	Length of road,	2.58
Adrian Mine,	Length of single track, .	2.58
LEASED ROADS.		
Perry Railroad, from Silver Lake Junction	Length of road,	1.03
to Silver Springs,	Length of single track, .	1.03
Brockwayville and Punxsutawney Rail-	Length of road,	25.00
road, from Punxsutawney, Pa., to Snyder	Length of single track, .	25.00
township, Jefferson county, Pa.,		
SUMMARY.		
Length of main line,	215.65	49.47
Length of branches owned by the company,	6.62	6.62
Length of leased roads,	26.03	25.00
Length of operated roads, New York, Lake Erie and Western railroad,		
by agreement,	36.23	36.23
Buffalo Creek railroad,	2.00	.....
Total length of all roads owned, leased and operated,	286.53	117.32
Length of second track,	1.86	.....
Length of sidings and other tracks not above enumerated,	80.16	37.36
Length of all tracks,	368.55	154.68

GAUGE.

Gauge of lines, 4 ft. 8½ in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	368.55	154.68

Weight of rail per yard, steel, 60 and 70 lbs

TELEGRAPH LINES.

Length of lines in miles, 311; in Pennsylvania,	115
Number of miles of wire, 632; in Pennsylvania,	235

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	64
Wooden bridges, number of, 3; aggregate length,	268 feet.
Iron bridges, number of, 29; aggregate length,	2,002 feet.
Wooden trestles, number of, 25; aggregate length,	6,480 feet.
Total length of bridges and trestles,	8,750 feet.

CROSSINGS.

Railroads crossing at grade lines owned by the company in this Commonwealth: Bradford, Bordell and Kinzua Railroad, at Bradford, Pa.; Olean, Bradford and Warren Railroad, at Bradford, Pa.; Ridgway and Clearfield Railroad, at Falls Creek, Pa.; Allegheny Valley Railroad, at Falls Creek, Pa.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Philadelphia and Erie railroad, at Johnsonburg, Pa.; Bradford, Bordell and Kinzua railroad at Mt. Jewett, Pa.

CHARACTERISTICS OF ROAD—CONTINUED.

Number of crossings of highways, at grade, in this Commonwealth,	73
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	1
Number of crossings at which gates or flagmen are maintained, . .	2
Number of crossings at which there are neither gates nor flagmen, .	71

Statement of regulations governing employes in regard to these crossings: Flagmen must prevent pedestrians and teams from crossing the tracks, when a train or engine is about to use them. They are provided with green flags in the day time, and green lights in the night, for caution signals.

STATIONS.

Number of stations on main line, passenger, 16; freight, 3; total, . .	19
Number of engine houses and shops owned by the company,	7
Number of fuel and water stations on main line,	8
Value of real estate held by the company, exclusive of roadway: Not kept.	

Material of foundation upon which track is laid: Gravel and stone.

EQUIPMENT.

Locomotives,	91
Extra tenders,	4
Passenger cars, first class,	26
Passenger cars, second class,	3
Total passenger cars,	29
Baggage, mail and express cars,	11
Freight cars, 8-wheel,	5,570
Cars, roadway department, 8-wheel,	21
Hand cars and hand trucks,	129

Train brake in use: Passenger cars have Miller coupling and buffer, and Westinghouse air brake; freight cars have hand brake and Mills' hook coupler, and link and pin.

Average number of cars in passenger trains, including mail, express and baggage cars,	3
Average number of cars in freight trains,	30
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	170
Average weight of freight trains, including locomotive and tender, in working order, in tons,	635

EMPLOYES.

Average number of persons regularly employed by company, including officials,	1,436
Same in Pennsylvania,	475

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	363,711
Number of miles run by freight and coal trains,	955,575
Total number of miles run,	1,319,286
Number of passengers carried one mile,	9,696,964
Net cost per mile for each passenger carried,	3 cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	262,468
Number of tons of 2 000 pounds of local freight for the year,	1,442,979
Number of tons of freight carried one mile,	243,168,465

DOINGS OF THE YEAR—CONTINUED.

Number of tons of freight carried one mile in Pennsylvania: Not kept.

Gross amount of tonnage for the year (2,000 pounds per ton),	1,705,447
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	25
Average rate of speed adopted by express trains, including stops (miles per hour),	25
Average rate of speed adopted by freight trains, including stops (miles per hour),	15

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	45,235	Agricultural products,	64,709
Bituminous coal and coke,	1,214,087	Merchandise and manufactures,	114,649
Petroleum and other oils,	4,601	Live stock,	1,829
Pig iron,	432	Lumber,	198,258
Railroad iron,	744	Other articles,	15,293
Other iron or castings,	9,574		
Iron and other ores,	3,484	Total,	1,705,447
Stone and lime,	32,552		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal, per ton per mile,	6.9 mills.
For local freight and coal, per ton per mile,	6.8 mills.
General average rate, per ton per mile,	6.8 mills.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
October, 1887.	25,833	557,287	\$16,274 87
November, 1887.	24,976	533,704	15,044 71
December, 1887.	32,334	689,376	16,967 88
January, 1888.	23,158	470,422	12,733 62
February, 1888.	24,073	474,815	13,362 56
March, 1888.	29,074	556,763	14,883 28
April, 1888.	31,288	642,916	16,726 04
May, 1888.	30,786	629,526	16,142 38
June, 1888.	34,322	657,625	19,676 74
July, 1888.	52,473	1,292,722	26,215 53
August, 1888.	54,599	1,616,968	28,940 85
September, 1888.	60,857	1,574,840	30,973 14
Total, . . .	12,035	974,545	\$11,032 37	411,738	8,722,419	\$216,909 23	423,773	9,696,964	\$227,941 60

AVERAGE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers, 1¹³/₁₀₀ cents; for first class way passengers, 2⁴⁰/₁₀₀ cents; general average of all classes, 2³⁵/₁₀₀ cents.

FOR TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
October, 1887.	141,67	21,509,814	\$157,237 86
November, 1887.	149,980	20,321,398	154,852 26
December, 1887.	157,958	24,468,336	163,071 15
January, 1888.	131,980	20,314,107	129,881 44
February, 1888.	148,663	21,670,018	125,839 96
March, 1888.	151,327	23,594,928	134,815 07
April, 1888.	126,118	18,122,853	113,786 16
May, 1888.	140,803	20,958,787	129,348 79
June, 1888.	129,167	17,346,532	117,413 90
July, 1888.	140,343	18,215,698	118,311 97
August, 1888.	147,908	18,926,934	126,678 93
September, 1888.	139,533	17,719,060	114,536 28
Total, . . .	262,468	23,344,173	\$153,581 91	1,442,979	219,824,292	\$1,432,301 86	1,705,447	243,168,465	\$1,585,883 77

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
October, 1887,	\$1,406 33	\$902 29	\$4,998 35	\$7,306 97
November, 1887,	1,406 33	872 27	8,211 91	10,490 51
December, 1887,	1,406 33	892 18	5,738 18	8,036 69
January, 1888,	1,406 31	695 08	8,412 40	10,513 79
February, 1888,	1,406 32	756 62	4,786 89	6,949 83
March, 1888,	1,406 33	938 50	3,193 10	5,537 93
April, 1888,	1,385 72	976 81	7,291 67	9,654 20
May, 1888,	1,406 33	970 81	4,954 21	7,331 35
June, 1888,	1,406 33	1,000 56	6,678 60	9,085 49
July, 1888,	1,400 65	900 00	7,214 75	9,515 40
August, 1888,	1,406 37	931 93	9,377 61	11,715 91
September, 1888,	1,404 09	959 04	13,199 99	15,563 12
Total,	\$16,847 44	\$10,796 09	\$84,057 66	\$111,701 19

RECAPITULATION.

Total passenger earnings for the year,	\$227,941 60
Total freight earnings for the year,	1,585,883 77
Total earnings from all other sources,	111,701 19
Total earnings for the year,	\$1,925,526 56
Total receipts from all sources on whole length of line,	\$1,957,254 17
Proportion of earnings in Pennsylvania to earnings of whole line,	788,408 81
Operated road, 286.53 miles; Pennsylvania,	117.32 miles.

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$23,046 15
Passenger and freight houses,	3,612 99
New locomotives,	177,259 52
New freight cars (8-wheel),	246,430 16
New shops (machine and ear) and engine houses,	6,059 16
New machinery,	29,525 22
New wood and water stations (including water tanks),	2,855 93
Total (road owned, 304.29 miles),	\$488,789 13
Proportion for Pennsylvania (93.45 miles),	150,111 22

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$2,833 31	\$135 95	\$2,969 26
Agents,	13,236 73	43,037 76	56,274 49
Baggage masters,	5,150 04		5,150 04
Brakemen,	4,965 63	81,348 55	86,314 13
Cars, cleaning,	6,357 26	15,242 87	21,600 13
Conductors and train agents,	10,368 42	36,290 18	46,658 60
Expenses of stations, except labor,	668 10	1,829 35	2,497 45
Heating cars and lighting,	1,119 89	778 14	1,898 03
Heating stations and lighting,	963 68	1,730 39	2,694 07
Incidentals,	467 18	1,489 90	1,957 08
Labor at stations,	3,761 45	7,399 12	11,160 57
Loss and damage,	625 54	14,492 17	15,117 71
Mail expenses,	1,090 00		1,090 00
Oil for lamps,	257 08	2,055 07	2,312 15
Stationery and printing,	3,062 21	9,164 71	12,226 92
Stations, repairs of, and furniture for,	1,527 97		1,527 97

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.
CONDUCTING TRANSPORTATION—CONTINUED.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Superintendents,	\$5,871 27	\$19,916 71	\$25,817 98
Switchmen,		36,788 52	36,788 52
Telegraph expenses,	9,675 44	25,931 00	35,606 44
Wharves and landings, repairs of,	287 81	758 76	1,046 57
Track rental,	15,013 44	43,217 24	58,230 68
Total,	\$87,302 45	\$341,636 39	\$428,938 84
MOTIVE POWER.			
Enginemmen and firemen, passenger,	\$19,633 78		\$19,633 78
Enginemmen and firemen, freight,		108,394 32	108,394 32
Engine houses and machine shops, etc., repairs of,	1,302 53	3,433 94	4,736 47
Fuel for heating,	222 32	586 10	808 42
Fuel for locomotives,	9,800 57	82,580 33	92,380 90
Incidentals and superintendence,	4,279 38	11,282 01	15,561 39
Laborers, wipers, hostlers and dispatchers,	12,953 43	34,149 95	47,103 38
Locomotive furniture and fixtures,	834 58	2,200 27	3,034 85
Locomotives, repairs of,	19,311 35	95,545 44	114,856 79
Oil for locomotives,	1,294 63	8,648 22	9,942 85
Stationery and printing,	186 44	491 52	677 96
Tools and machinery, repairs of,	2,852 73	7,520 82	10,373 55
Locomotives, wrecks,	919 49	9,681 62	10,601 11
Watchmen,	503 95	1,328 58	1,832 53
Water, wood and coal stations, expenses and repairs of,	2,551 47	6,726 95	9,278 42
Total,	\$76,646 65	\$372,570 07	\$449,216 72
MAINTENANCE OF WAY.			
Ballast,	\$545 45	\$1,438 02	\$1,983 47
Bridges, repairs of,	11,360 91	29,961 68	41,330 59
Cars, repairs of (in M. of W. service),	620 18	1,635 01	2,255 19
Cross-ties,	19,048 82	50,219 62	69,268 44
Expenses on property, maintenance of Erie tracks, etc.,	34,666 73	66,170 26	100,836 99
Foremen, tool and watch houses, repairs of,	75 75	199 70	275 45
Frogs,	1,489 94	3,928 02	5,417 96
Incidentals,	689 16	1,816 87	2,506 03
Oil, tallow, waste, etc.,	421 78	1,111 95	1,533 73
Rails, steel,	1,645 98	4,339 41	5,985 39
Road-bed, repairs of, labor and material,	1,743 96	4,597 73	6,341 69
Snow and ice, removing,	2,989 85	7,882 34	10,872 19
Spikes,	625 23	1,648 33	2,273 56
Splices,	529 75	1,396 63	1,926 38
Stationery and printing,	170 10	448 46	618 56
Superintendents and supervisors,	2,304 38	6,075 20	8,379 58
Fences and crossings,	1,101 03	2,902 72	4,003 75
Telegraph, repairs of,	32 70	86 20	118 90
Tools and repairs of tools,	808 27	2,130 88	2,939 15
Track, repairing,	20,347 42	53,643 18	73,990 60
Watchmen,	6,817 86	17,974 36	24,792 22
Total,	\$108,040 25	\$259,609 57	\$367,649 82
MAINTENANCE OF CARS.			
Car shops and sheds, repairs of,	\$116 69	\$307 65	\$424 34
Cars, repairs of freight,		60,340 86	60,340 86
Cars, repairs of passenger, baggage, express and postal,	12,020 74		12,020 74
Fuel for heating,	151 66	399 83	551 49
Incidentals and superintendence,	7,385 50	19,467 18	26,852 68
Tools and repairs of tools,	1,177 27	3,103 72	4,280 99
Cars, wrecked,	118 44	90,218 78	90,337 22
Total,	\$20,970 30	\$173,838 02	\$194,808 32
GENERAL EXPENSES.			
Advertising,	\$104 47	\$275 43	\$379 90
Attendants,	4,706 22	12,107 29	17,113 51
Fuel and light,	104 45	275 37	379 82
Incidentals and legal expenses,	3,674 20	9,686 53	13,360 73
Office expenses, repairs and furniture,	463 55	1,222 08	1,685 63
Salaries of president and other officers,	3,936 52	10,378 10	14,314 62
Stationery and blanks,	753 59	1,986 73	2,740 32
Real estate and repairs,	119 95	316 22	436 17
Insurance,	1,132 19	2,984 88	4,117 07
Taxes,	11,477 75	30,259 51	41,737 29
Total,	\$26,472 89	\$69,792 17	\$96,265 06

EARNINGS—SUMMARY.

Passenger transportation, local, \$216,909.23; through, \$11,032.37; total,	\$227,941 60
Freight transportation, local, \$1,432,301.36; through, \$153,581.91; total,	1,585,883 77
Mail service, \$16,847.44; express service, \$10,796.09; total,	27,643 53
Miscellaneous,	84,057 66
Total,	\$1,925,526 56

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$87,302 45	\$341,636 39	\$428,938 84
Motive power,	76,646 65	372,570 07	449,216 72
Maintenance of way,	108,040 25	259,609 57	367,649 82
Maintenance of cars,	20,970 30	173,838 02	194,808 32
General expenses,	26,472 89	69,792 17	96,265 06
Total operating expenses,			\$1,536,878 76
Expenditures charged to cost of road, real estate and equipment during the year,			488,789 13
Total expenditures during the year,			\$2,025,667 89

Operating expenses, 79.8 per cent. of earnings.

Net earnings,	\$388,647 80
Receipts from all other sources,	31,727 61
Total,	\$420,375 41

Earnings per mile of road operated, 286½,	\$6,720 00
Expenses per mile of road operated, 286½,	5,364 00
Net earnings, 286½,	1,356 00

CHARGES AGAINST EARNINGS.

Interest on funded debt,	\$400,350 04
Car rentals,	16,200 00
Interest on unfunded debt,	14,818 09
Total charges,	\$431,368 13
Deficit for the year,	\$10,992 72

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of road,	\$15,192,227 32
Cost of equipment,	2,818,110 08
Stock of other companies,	1,028,670 50
Redemption fund,	1,859,000 00
Cash on hand,	31,889 85
Due by agents,	79,243 47
Open account,	286,631 14
Material and supplies,	237,706 30
Sundries,	52 00
Profit and loss,	6,552 04
	\$21,540,082 70

LIABILITIES.

Capital stock,	\$12,000,000 00
Funded debt,	9,250,640 00
Interest on funded debt, due and accrued,	114,802 44
Audited vouchers and pay-rolls,	149,236 67
Open accounts,	7,553 59
Rentals,	17,850 00
	\$21,540,082 70

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: American Express Company in our cars, at agreed rates.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Empire line, Lackawanna line, West Shore and Boston line, and Merchants' Despatch Transportation Company, at agreed rates.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular: No special cars and no preference shown.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service: Based on weights at agreed rates.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: January 3, 1888, $2\frac{1}{2}$ per cent. dividend paid on \$6,000,000.00 preferred stock out of the net earnings for last year.

Paid in dividends, cash,	\$150,000 00
Balance for the year, deficit,	10,992 72
Surplus at commencement of the year,	154,440 68
Total deficit,	6,552 04

ACCIDENTS TO PERSONS IN PENNSYLVANIA.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employees,	7	3	70	3	77
Others,	7	2	7	2
Total,	7	10	72	10	79

CAMBRIA AND CLEARFIELD RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. H. DuBarry,	President,	Philadelphia, Pa.
Albert Hewson,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John P. Green,	Philadelphia, Pa.	N. Parker Shortridge, .	Wynnewood, Mont-
Wistar Norris,	Philadelphia, Pa.	Henry D. Welsh,	gomery county, Pa.
Edmund Smith,	Philadelphia, Pa.		Philadelphia, Pa.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : Cambria and Clearfield Railroad.

By whom operated : Pennsylvania Railroad Company, as agent.

By what authority : Pursuant to resolutions of the board of directors of the Cambria and Clearfield Railroad Company, and the Pennsylvania Railroad Company, respectively.

The general offices of the company are located at 233 South Fourth street, Philadelphia, Pa.

For information concerning this report, address Albert Hewson, Secretary and Treasurer, 233 South Fourth street, Philadelphia, Pa.

How are the passenger cars on your road heated, lighted and ventilated ? Equipment furnished by Pennsylvania Railroad Company, as agent.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association filed January 18, 1887 ; letters patent issued January 18, 1887.

CAPITAL STOCK.

Amount authorized by law,	\$750,000 00
Amount authorized by votes of company,	400,000 00
Amount now paid in : Common, full paid, \$200,000.00 ; common, 50 per cent. paid, \$100,000.00 ; total,	300,000 00
Number of shares issued,	4,000
Amount paid in on each share,	50 00
Par value of each share,	50 00
Total cash realized from capital stock,	\$300,000 00

COST.

Cost of roads owned to December 31, 1888,	\$292,893 31
Proportion of same for Pennsylvania,	All in Penn'a.
Cost of equipment owned to December 31, 1887,	Owens no equipment.
Average cost of equipment per mile of road owned by the company,	\$16,891 20

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from La Jose to Brubaker Junction,	9.45	9.45
Length of single main track,	9.45	9.45
BRANCHES.		
St. Lu branch, from St. Lu to terminus, . . }	Length of road,	0.43
	Length of single track,	0.43
King's Run branch, from Welshdale to ter- }	Length of road,	1.52
minus,	Length of single track,	1.52
Brubaker branch, from Brubaker Junction }	Length of road,	5.94
to Mitchells' mines,	Length of single track,	5.94
SUMMARY.		
Length of main line,	9.45	9.45
Length of branches owned by the company,	7.89	7.89
Total length of all roads owned, leased and operated,	17.34	17.34
Length of sidings and other tracks not above enumerated,	0.98	0.98
Length of all tracks,	18.32	18.32

GAUGE.

Gauge of lines, 4 ft. 9 ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	18.32	18.32
Weight of rails per yard, steel,	60 to 75 lbs.	

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	14
Wooden bridges, number of, 11; aggregate length,	330 feet.
Iron bridges, number of, 1; length,	119 feet.
Wooden trestles, number of, 2; aggregate length,	295 feet.
Total length of bridges and trestles,	744 feet.

Number of crossings of highways, at grade, in this Commonwealth, . .	36
Number of crossings at which there are neither gates nor flagmen, . .	36

Statement of regulations governing employes in regard to these crossings: Trains must give timely warning on approaching crossings, by whistles sounded one-fourth mile from crossing, and bell rung until crossing is passed.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, { Passenger, 1 }	1	1
Number of fuel and water stations on branches,	1	1

Material of foundation upon which track is laid: Broken stone and gravel ballast and white oak ties.

EQUIPMENT.

Equipment furnished by the Pennsylvania Railroad Company, as agent.
The property of this company is operated by the Pennsylvania Railroad Company, as agent, and the results are reported by the latter company.

CATAWISSA RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
M. P. Hutchinson,	President and Treasurer, . .	Philadelphia, Pa.
R. M. Elliott,	Secretary,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
I. V. Williamson,	Philadelphia, Pa.	Edward S. Buckley, . .	Philadelphia, Pa.
Emmor Weaver,	Philadelphia, Pa.	Francis K. Shipper, . .	Philadelphia, Pa.
George C. Carson,	Philadelphia, Pa.	John S. Graham,	Philadelphia, Pa.

Date of annual meeting for election of directors : First Monday of May.

GEFERAL INFORMATION.

Name of road : Cattawissa Railroad Company.
 By whom operated ; Philadelphia and Reading Railroad Company.
 By what authority : By lease dated October 10, 1872, for 999 years.
 The general offices of the eompany are located at Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized originally as Little Schuylkill and Susquehanna Railroad Company, by act of Assembly, March 30, 1831.
 Name changed to Catawissa, Williamsport and Erie Railroad Company, by aet of Assembly, March 20, 1849.
 Re-organized under foreclosure, and name changed to Catawissa Railroad Com-pany, by act of Assembly, March 21, 1860.

CAPITAL STOCK.

Amount subscribed,	\$4,359,500 00
Amount now paid in : Common, \$1,159,500; preferred, \$2,200,000 ;	
second preferred, \$1,000,000; total,	4,359,500 00
Number of shares issued,	87,190
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due 1902; bear interest at 6 per cent., which is payable February and August), amount,	\$230,500 00
First mortgage bonds (due 1900; bear interest at 7 per cent., which is payable February and August), amount,	1,300,000 00

DEBT—CONTINUED.

Chattel mortgage bonds (due 1900; bear interest at 5 per cent., which is payable May and November), amount,	\$24,500 00
Chattel mortgage bonds (due 1888-1889; bear interest at 10 per cent., which is payable January, April, July and October), amount, . .	185,350 00
Construction bonds (due 1917; bear interest at 7 per cent., which is payable June and December), amount,	62,000 00
Total amount of funded debt,	\$1,802,350 00
Funded debt as per last report,	\$1,802,350 00

COST.

Total cost of roads owned to date,	\$6,206,668 08
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CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Tamanend to Williamsport,	94.00	94.00
BRANCHES.		
Summit Branch, from Summit Station to Silver Brook, length of road,	4.50	4.50
SUMMARY.		
Length of main line,	94.00	94.00
Length of branches owned by the company,	4.50	4.50
Length of sidings and other tracks not above enumerated,	27.00	27.00
Length of all tracks,	125.50	125.50

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	24
Wooden bridges, number of,	15
Iron bridges, number of,	2
Wooden trestles, number of,	7

STATIONS.	TOTAL.	IN PENN'A.
Number of station on main line, passenger and freight,	23	23
Number of tunnels on all lines owned by the company,	3	3

Aggregate length or tunnels, 2,000 feet
Material of foundation upon which track is laid: On hardwood cross-ties, earth, coal dirt and stone.

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction account,	\$6,206,668 08
Cash on hand,	956 59
	\$6,207,624 67

GENERAL BALANCE SHEET, 1888—CONTINUED.

LIABILITIES.

Preferred stock,	\$2,200,000 00
Second preferred stock,	1,000,000 00
Common stock,	1,159,500 00
First mortgage bonds, 1902,	230,500 00
First mortgage bonds, 1900,	1,300,000 00
Chattel mortgage bonds, 1900,	24,500 00
Chattel mortgage bonds, 1888-1889,	185,350 00
Construction bonds, 1917,	62,000 00
Profit and loss,	45,774 67
	<u>\$6,207,624 67</u>

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: May 18, 1888, $3\frac{1}{2}$ per cent., preferred stocks, November, 19, 1888, $3\frac{1}{2}$ per cent., preferred stocks.

Paid in dividends. cash,	<u>\$224,000 00</u>
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CATASAUQUA AND FOGELSVILLE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
George T. Barnes,	President.	Philadelphia.
John Williams,	Secretary and Treasurer, . .	Catasauqua, Pa.
C. W Chapman,	General Superintendent, . .	Catasauqua Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Samual Thomas. . . .	Catasauqua, Pa.	Benjamin G. Clarke, . .	New York, N. Y.
William R. Thomas, . .	Catasauqua, Pa.	Samuel Dickson, . . .	Philadelphia, Pa.
John Thomas,	Hokendauqua, Pa.	Chas. E. Haven, . . .	Philadelphia, Pa.
Daniel Runkle,	Phillipsburg, N. J.	Chas. Stewart Wurtz, .	Philadelphia, Pa.
John T. Knight,	Easton, Pa.	George M. Troutman, .	Philadelphia, Pa.

GENERAL INFORMATION.

Name of road : Catasauqua and Fogelsville Railroad.
By whom operated : Catasauqua and Fogelsville Railroad Company.
By what authority : State of Pennsylvania ; charter dated April 5, 1853.
The general offices of the company are located at Catasauqua, Pa.
For information concerning this report, address John Williams, Secretary.
How are the passenger cars on your road heated, lighted and ventilated? Stoves and lamps.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered by the State of Pennsylvania, April 5, 1853.

CAPITAL STOCK.

Amount authorized by law,	Unlimited
Amount subscribed,	\$426,900 00
Amount now paid in, common,	426,900 00
Number of shares issued,	17,076
Amount paid in on each share,	25 00
Par value of each share,	25 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$138,000 00
Total amount of unfunded debt	138,000 00
Unfunded debt as per last report,	\$138,000 00
Total cash realized from capital stock and debt,	564,900 00

COST.

Cost of roads owned to December 31, 1887,	\$523,185 59
Total cost of roads owned to date,	523,185 59
Average cost of same per mile of road laid,	20,517 08
Average of same per mile of single track,	20,517 08
Proportion of same for Pennsylvania,	20,517 08
Cost of equipment owned to December 31, 1887,	135,150 00
Total cost of equipment owned,	135,150 00
Average cost of equipment per mile of road owned by the company,	5,300 00
Average cost of equipment per mile of road operated by the company,	5,300 00
Proportion of same for Pennsylvania,	5,300 00
Cost of road and equipment per mile (of road owned by company),	25,817 08
Proportion of same for Pennsylvania,	25,817 08
Total cost of roads and equipments,	658,335 59
Proportion of same for Pennsylvania,	658,335 59

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Catasauqua to Rittenhouse Gap,	20.00	20.00
Length of single main track,	25.50	
BRANCHES.		
Brennigsville Branch, from Treslertown to Lichty's, length of single track,	5.50	5.50
SUMMARY.		
Length of main line,	20.00	20.00
Length of branches owned by the company,	5.50	5.50
Total length of all roads owned, leased and operated,	25.50	25.50
Length of sidings and other tracks not above enumerated,	8.00	8.00
Length of all tracks,	33.50	33.50

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	12.00	12.00
Miles of track laid with iron rail on lines owned leased or operated,	21.50	21.50

Weight or rail per yard, { Steel,	50 lbs.
{ Iron,	50 lbs.

TELEGRAPH LINES.

Length of lines in miles, 15; in Pennsylvania,	15
Number of miles of wire, 30; in Pennsylvania,	30

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	10
Wooden bridges, number of, 2; aggregate length,	50 feet
Stone bridges, number of, 3; aggregate length,	54 feet
Iron bridges, number of, 5; aggregate length,	1,212 feet
Total length of bridges and trestles,	1,316 feet

CHARACTERISTICS OF ROAD—CONTINUED.

CROSSINGS.

Railroads crossing lines owned by the company either over or under grade in this Commonwealth: East Pennsylvania Branch Philadelphia and Reading Railroad at Alburdis.

Number of crossings of highways at grade, in this Commonwealth, .	48
Number of crossings of highways over railroad,	3
Number of crossings of highways under railroad,	2

Statement of regulations governing employ es in regard to these crossings: To blow the whistle and ring the bell before reaching the crossing, and to prevent no engine or train to stand on a road crossing.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, { Passenger, 16 } { Freight, 16 }	16	16
Number of stations on branches, { Passenger, 2 } { Freight, 3 }	3	3
Number of engine houses and shops owned by the company,	2	2
Number of fuel and water stations on main line,	3	3
Number of fuel and water station on branches,	1	1
Value of real estate held by the company, exclusive of roadway, . .	\$15,000 00	\$15,000 00

Material of foundation upon which track is laid: In the ordinary way, part with furnace cinders, part with broken stone and part with gravel.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	6	\$14,000 00
Passenger cars, 2d class,	5	2,500 00
Baggage, mail and express cars,	1	1,000 00
Freight cars, 8-wheel,	3	500 00
Hand cars and hand trucks,	13	100 00

Train brake in use: The ordinary Lion brake.	
Average number of cars in passenger trains, including mail, express and baggage cars,	15
Average number of cars in freight trains,	60
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	220
Average weight of freight trains, including locomotive and tender, in working order, in tons,	485

EMPLOYES.

Average number of persons regularly employed by company, including officials,	60
Same in Pennsylvania,	60

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	18,780
Number of miles run by freight and coal trains,	30,540
Total number of miles run,	49,320

DOINGS OF THE YEAR—CONTINUED.

Number of passengers carried one mile in Pennsylvania,	84,046
Number of tons of 2,000 pounds of through freight for the year on main road,	59,000
Number of tons of 2,000 pounds of local freight for the year,	275,644
Number of tons of freight carried one mile,	3,961,497
Number of tons of freight carried one mile in Pennsylvania,	3,961,498
Gross amount of tonnage for the year (2,000 lbs. per ton),	334,644
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour),	15
Average rate of speed adopted by freight trains, including stops, (miles per hour),	12

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	46,633.04	Agricultural products,	1,059.03
Bituminous coal and coke,	21,635.13	Merchandise and manufactures,	2,321.17
Pig iron,	25,812.03	Lumber,	3,022.09
Other iron or castings,	1,263.00	Other articles,	3,875.07
Iron and other ores,	179,310.10		
Stone and lime,	49,670.12	Total,	334,643 18

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal, per ton per mile,	1.39 cents
For local freight and coal, per ton per mile,	3.37 cents

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
November, 1887.	36	226	\$10 85	758	4,386	\$138 40	794	5,112	\$149 25
December, 1887.	54	272	15 01	865	5,097	131 91	919	5,369	146 92
January, 1888.	20	105	5 99	630	4,121	169 41	650	4,226	175 40
February, 1888.	39	217	7 86	691	4,585	131 69	730	4,802	139 55
March, 1888.	73	348	18 77	993	6,607	258 19	1,066	6,955	276 96
April, 1888.	55	253	12 47	892	5,096	194 84	947	5,349	207 31
May, 1888.	24	105	5 13	702	4,601	135 75	726	4,706	140 88
June, 1888.	57	231	12 59	744	4,453	123 45	801	4,684	136 04
July, 1888.	35	198	9 14	710	4,517	182 00	745	4,715	191 14
August, 1888.	41	186	10 54	2,228	27,273	552 07	2,269	27,459	562 61
September, 1888.	34	189	6 84	888	5,940	503 17	922	6,129	510 01
October, 1888.	32	174	7 71	680	4,366	144 71	712	4,540	152 42
Total,	500	2,504	\$122 90	10,781	81,542	\$2,665 59	11,281	84,046	\$2,788 49

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first class through passengers and first class way passengers, 3.5 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTALS.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
November, 1887.	7,495.07	108,724.16	\$1,034 47	27,228.15	315,770.12	\$8,775 59	34,724.02	424,495.68	\$9,810 06
December, 1887.	7,024.14	103,699.12	979 41	28,147.07	321,895.04	9,362 66	35,172.01	425,594.16	10,342 07
January, 1888.	4,364.12	64,382.19	612 21	21,264.02	222,952.03	9,633 22	25,628.14	287,335.02	10,245 53
February, 1888.	4,922.03	72,705.02	679 35	25,049.04	273,260.02	9,243 64	29,971.07	345,965.04	9,922 99
March, 1888.	4,996.14	73,407.08	689 64	22,029.00	241,108.01	7,347 03	27,025.14	314,515.09	8,036 67
April, 1888.	4,698.09	66,373.13	648 48	23,465.10	284,836.00	8,148 14	28,163.19	351,208.13	8,796 62
May, 1888.	3,170.14	43,814.16	447 66	22,487.16	265,749.11	7,132 37	25,658.10	309,564.07	7,580 03
June, 1888.	7,078.05	103,421.06	977 54	23,053.00	261,233.19	7,181 56	30,131.05	364,655.05	8,159 10
July, 1888.	3,380.17	47,751.08	466 56	20,790.05	235,486.00	6,900 98	24,171.02	283,237.08	7,367 54
August, 1888.	3,830.97	56,518.16	538 59	19,065.08	206,971.14	5,878 60	22,895.15	263,490.10	6,417 19
September, 1888.	4,144.18	59,967.06	572 99	19,662.09	226,258.06	5,749 44	23,807.07	286,225.12	6,322 43
October, 1888.	3,892.12	55,634.05	537 18	23,401.10	259,575.17	7,771 35	27,294.02	315,210.02	8,308 53
Total,	58,999.12	856,400.07	\$8,184 18	275,644.06	3,105,097.09	\$93,124 58	334,643.18	3,961,497.16	\$101,308 76

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES, MISCELLANEOUS.

November, 1887,	\$43 00
December, 1887,	43 00
January, 1888,	43 00
February, 1888,	43 00
March, 1888,	43 00
April, 1888,	43 00
May, 1888,	43 00
June, 1888,	43 00
July, 1888,	43 00
August, 1888,	43 00
September, 1888,	43 00
October, 1888,	43 00
Total,	<u>\$516 00</u>

RECAPITULATION.

Total passenger earning for the year,	\$2,788 49
Total freight earnings for the year,	101,308 76
Total earnings from all other sources,	516 00
Total earnings for the year,	<u>\$104,613 25</u>
Total receipts from all sources on whole length of line,	\$104,613 25
Proportion of earnings in Pennsylvania to earnings of whole line,	<u>104,613 25</u>

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Agents,	\$1,208 30	\$1,010 30	\$2,218 30
Brakemen,	1,357 00	1,603 83	2,960 83
Car service,		983 17	983 17
Conductors and train agents,		951 86	951 86
Stationery and printing,	100 96	211 00	311 96
Taxes, State,		3,386 15	3,386 15
Total,	<u>\$2,666 26</u>	<u>\$8,146 01</u>	<u>\$10,812 27</u>
MOTIVE POWER.			
Enginemen and firemen, passenger,	\$1,136 69		\$1,136 69
Enginemen and firemen, freight,		\$1,437 50	1,437 50
Fuel for locomotives,	2,128 67	3,174 85	5,303 52
Laborers,	1,006 00	1,300 46	2,306 46
Locomotives, repairs of,	1,060 04	1,806 05	2,866 09
Oil for locomotives,	255 01	405 30	660 31
Tallow for locomotives,		135 71	135 71
Waste for locomotives,	65 00	70 69	135 69
Total,	<u>\$5,651 47</u>	<u>\$8,330 56</u>	<u>\$13,981 97</u>
MAINTENANCE OF WAY.			
Cross-ties,		\$2,023 03	\$2,023 03
Frogs,		112 00	112 00
Rails, steel,		2,867 03	2,867 03
Road-bed, repairs of, labor and material,	\$2,000 00	2,326 30	4,326 30
Spikes,		250 00	250 00
Splices,		741 96	741 96
Track, repairing,		3,230 60	3,230 60
Watchmen,		360 00	360 00
Total,	<u>\$2,000 00</u>	<u>\$11,910 92</u>	<u>\$13,910 92</u>

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MAINTENANCE OF CARS.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Cars, repairs of, freight,		\$678 16	\$678 16
Cars, repairs of, passenger, baggage, express and postal,	\$166 05		166 05
Oil, tallow, waste, etc.,	250 28		250 28
Total,	\$416 33	\$678 16	\$1,094 49
GENERAL EXPENSES.			
Clerks,	\$660 00	\$1,200 00	\$1,860 00
Office expenses, repairs and furniture,		166 85	166 85
Salaries of president and other officers,		5,360 00	5,360 00
Stationery and blanks,		311 96	311 96
Taxes on real estate,		45 00	45 00
Total,	\$660 00	\$7,083 81	\$7,743 81

EARNINGS—SUMMARY.

Passenger transportation, local, \$2,665.59; through, \$122.90; total, . .	\$2,788 49
Freight transportation, local, \$93,124.58; through, \$8,184.18; total, . .	101,308 76
Miscellaneous,	516 00
	<u>\$104,613 25</u>

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$2,666 26	\$8,146 01	\$10,812 27
Motive power,	5,651 41	8,330 56	13,981 97
Maintenance of way,	2,000 00	11,910 92	13,910 92
Maintenance of cars,	416 33	678 16	1,094 49
General expenses,	660 00	7,083 81	7,743 81
Total operating expenses,			\$47,543 46
Total expenditures during the year,			<u>\$47,543 46</u>

Operating expenses, 45.45 per cent. of earnings.

Earnings per mile of road operated,	\$4,102 48
Expenses per mile of road operated,	1,864 45
Net earnings,	<u>57,069 79</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$658,335 59
Cash and ledger balance,	132,584 38
	<u>\$791,919 97</u>

LIABILITIES.

Capital stock,	\$426,900 00
Unfunded debt,	138,000 00
Bills payable,	9,695 97
Profit and loss,	217,324 00
	<u>\$791,919 97</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc : The Adams Express Company, they paying us 20 per cent. of gross receipts.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stocks of original and consolidated companies declared during the year : November 5, 1888, original 10 per cent.

Paid in dividends, cash,	\$42,690 00
Balance for the year, or surplus,	57,069 79
Surplus at commencement of the year,	160,254 21
Total surplus,	\$217,324 00
Surplus invested as follows :	
Cash and loans,	\$41,049 62
Balance of accounts due company,	133,584 38
Other items,	42,690 00

CHARTIERS RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
G. B. Roberts,	President,	Philadelphia, Pa.
Albert Hewson,	Secretary,	Philadelphia, Pa.
Taber Ashton,	Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Alexander Biddle,	Philadelphia, Pa.	Wistar Morris,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.	N. Parker Shortridge, .	Wynnewood, Pa.
William L. Elkins,	Philadelphia, Pa.	Edmund Smith,	Philadelphia, Pa.

Date of annual meeting for election of directors, first Tuesday in May.

GENERAL INFORMATION.

Name of road : The Charters Railway Company.
By whom operated : Pittsburgh, Cincinnati and St. Louis Railway Company.
By what authority : Lease for 99 years from January 1, 1872.
The general offices of the company are located at 233 South Fourth street, Philadelphia.
For information concerning this report, address T. Ashton, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original company was The Charters Valley Railroad Company, incorporated February 7, 1853. Sold under foreclosure October 30, 1866.
The Charters Railway Company, organized January 2, 1867.

CAPITAL STOCK.

Amount authorized by law,	\$800,000 00
Amount subscribed,	645,250 00
Amount now paid in, common,	645,250 00
Number of shares issued,	12,905
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due October 1, 1901 ; bear interest at 7 per cent., which is payable April 1 and October 1), amount, \$500,000 00

DEBT—CONTINUED.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$30,000 00
Total amount of funded and unfunded debt,	\$530,000 00
Funded debt as per last report,	\$500,000 00
Unfunded debt as per last report,	30,000 00
Total cash realized from capital stock and debt,	\$1,140,287 87

COST.

Cost of roads owned to December 31, 1887,	\$1,121,762 17
Total cost of roads owned to date,	1,121,762 17

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mansfield, Pa., to Washington, Pa.,	22.76	22.76
Length of single main track,	22.76	22.76
LEASED ROADS.		
Chartiers Connecting Railroad, from Chartiers Railway, to Waynesburg and Washington Railroad,	0.72	0.72
	0.72	0.72
SUMMARY.		
Length of main line,	22.76	22.76
Length of leased roads,	0.72	0.72
Total length of all roads owned, leased and operated,	23.48	23.48
Length of sidings and other tracks not above enumerated,	5.21	5.21
Total length of all tracks,	28.69	28.69

GAUGE.

Gauge of lines,	4 ft. 9 in.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	24.50	24.50
Miles of track laid with iron rail on lines owned, leased or operated,	4.19	4.19

Weight of rail per yard,	{ Steel, 60 lbs.
	{ Iron, 50 and 60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 22.76 ; in Pennsylvania,	22.76
Number of miles of wire, 22.76 ; in Pennsylvania,	22.76

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	26
Iron bridges, number of, 26 ; aggregate length,	2,296½ feet.

CROSSINGS.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth : Columbus, Wheeling and Pittsburgh Railroad, at Washington, Pa. ; division of Baltimore and Ohio Railroad, over railroad, at Washington, Pa. ; Chartiers, Connecting Railroad, at Washington, Pa.

CHARACTERISTICS OF ROAD—CONTINUED.

Number of crossings of highways, at grade, in this Commonwealth,	32
Number of crossings of highways over railroad,	3
Number of crossings of highways at which there are neither gates nor flagmen,	35

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 1 ; combined freight and passenger, 15 ; freight, 1.	17	17
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	1	1
Value of real estate held by the company, exclusive of roadway, . . .	\$8,000 00	\$8,000 00
Number of tunnels on all lines owned by the company,	2	2
Aggregate length of tunnels,	796	796

Material of foundation upon which track is laid : Broken stone.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies de'clared during the year : April 1, 1889, 2½ per cent. ; October 1, 1889, 2½ per cent.

Paid in dividends, cash,	\$32,267 50
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PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY, LESSEE OF THE CHARTIERS RAILWAY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

See report of Charters Railway Company.

CHARACTERISTICS OF ROAD.

Average number of cars in passenger trains, including mail, express and baggage cars,	4
Average number of cars in freight trains,	22
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	145
Average weight of freight trains, including locomotive and tender, in working order, in tons,	250

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	80
Same in Pennsylvania,	80

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	71,423
Number of miles run by freight and coal trains,	38,770
Total number of miles run,	110,193
Number of passengers carried one mile in Pennsylvania,	3,378,978
Net cost per mile for each passenger carried,	1.74
Number of tons of 2,000 pounds of through freight for the year on main road,	33,796
Number of tons of 2,000 pounds of local freight for the year,	546,535
Number of tons of freight carried one mile,	3,839,186
Number of tons of freight carried one mile in Pennsylvania,	3,839,186
Gross amount of tonnage for the year (2,000 pounds per ton),	580,331
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	20
Average rate of speed adopted by express trains including stops (miles per hour),	24
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Grain,	2,468	Poultry, game and fish,	7
Flour,	1,440	Wool,	1,611
Other mill products,	558	Hides,	295
Hay,	230	Other articles,	456
Tobacco,	18	Anthracite coal,	98
Fruits and vegetables,	195	Bituminous coal,	453,728
Other articles,	2,201	Coke,	846
Live stock,	6,738	Ores,	275
Dressed meats,	17	Stone, sand and like articles,	5,612
Other packing house products,	1	Other articles,	882

DOINGS OF THE YEAR—CONTINUED.

Lumber,	16,265	Leather,	23
Other articles,	646	Lime,	298
Petroleum and its products, . .	43,732	Agricultural implements, . . .	204
Other oils,	65	Wagons, carriages, tools, etc., .	114
Sugar,	50	Wines, liquors and beers, . . .	76
Naval stores,	1	Household goods and furniture,	177
Iron, pig and bloom,	2,478	Merchandise,	5,026
Iron and steel rails,	249	Other articles,	19,410
Castings and machinery,	2,877	Miscellaneous,	4,740
Bar and sheet metal,	5,341		
Cement and brick,	883	Total,	580,331

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal, per ton per mile,	2.22 cents.
For local freight and coal, per ton per mile,	2.35 cents.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
January, 1888,	20,072	224,530	\$6,428 10
February, 1888,	21,740	241,423	6,979 00
March, 1888,	22,972	246,520	6,672 00
April, 1888,	20,561	222,211	6,776 00
May, 1888,	24,439	281,347	7,461 00
June, 1888,	21,917	249,176	6,884 00
July, 1888,	24,393	278,059	7,368 00
August, 1888,	22,079	239,687	6,678 00
September, 1888,	38,401	422,456	10,220 75
October, 1888,	28,232	336,180	8,663 00
November, 1888,	27,148	316,498	8,777 00
December, 1888,	28,545	317,891	8,709 00
Total,	300,499	3,378,978	\$91,615 85

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class way passengers,	2.71 cents.
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The passenger traffic of this road is treated as purely local business.

EARNINGS FOR THE YEAR—CONTINUED.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888.	.....	.....	.....	50,158	356,674	\$8,555 00	50,158	356,674	\$8,555 00
February, 1888.	.....	.....	.....	41,495	290,219	6,644 00	41,495	290,219	6,644 00
March, 1888.	.....	.....	.....	36,216	265,034	5,788 00	36,216	265,034	5,788 00
April, 1888.	.....	.....	.....	31,125	299,756	7,050 32	31,125	299,756	7,050 32
May, 1888.	.....	.....	.....	43,019	336,042	8,699 00	43,019	336,042	8,699 00
June, 1888.	.....	.....	.....	75,047	501,897	10,933 00	75,047	501,897	10,933 00
July, 1888.	5,305	77,758	\$1,902 03	55,887	281,373	6,173 97	61,192	359,131	8,076 00
August, 1888.	4,780	81,569	1,946 16	45,895	191,793	4,802 84	50,675	273,362	6,749 00
September, 1888.	5,311	94,181	2,160 31	39,260	169,516	4,174 69	44,571	263,697	6,335 00
October, 1888.	7,323	135,515	2,862 85	44,145	181,816	4,561 15	51,468	317,331	7,424 00
November, 1888.	5,326	98,704	2,257 00	43,061	183,256	4,237 00	48,387	281,960	6,494 00
December, 1888.	5,751	107,579	2,078 29	41,227	186,504	4,657 71	46,978	294,083	6,736 00
Total,	33,796	595,306	\$13,206 64	546,535	3,243,880	\$76,276 68	580,331	3,839,186	\$89,183 32

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
January, 1888,	\$182 74	\$192 90	\$288 30	\$663 94
February, 1888,	182 74	248 73	288 30	719 77
March, 1888,	182 74	346 53	295 80	825 07
April, 1888,	182 74	352 95	288 30	823 99
May, 1888,	182 74	310 15	289 30	782 19
June, 1888,	182 74	410 79	323 85	917 38
July, 1888,	182 74	567 57	288 30	1,038 61
August, 1888,	182 74	517 46	310 80	1,011 00
September, 1888,	182 74	543 59	328 30	1,054 63
October, 1888,	182 74	596 31	289 35	1,068 40
November, 1888,	182 74	520 18	288 30	991 22
December, 1888,	182 74	719 14	339 05	1,240 93
Total,	\$2,192 88	\$5,326 30	\$3,617 95	\$11,137 13

* RECAPITULATION.

Total passenger earnings for the year,	\$91,615 85
Total freight earnings for the year,	89,483 32
Total earnings from all other sources,	11,137 13
Total,	\$192,236 30

EXPENDITURES FOR OPERATING DURING THE YEAR.
CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$328 60		\$328 60
Agents,	3,124 61	\$2,403 92	5,528 53
Baggage masters,	965 53		965 53
Brakemen,	1,867 48	5,328 50	7,195 98
Cars, cleaning,	58 21		58 21
Clerks,	1,452 09	1,632 41	3,084 50
Conductors and train agents,	1,887 28	2,319 20	4,206 48
Dispatchers,	155 57	327 87	483 44
Docks, dredging and cleaning,	35 50	18	35 68
Expenses of stations, except labor,	108 67	197 00	305 67
Foreign agencies,		11 64	11 64
Heating stations,	15 27	13 75	29 02
Incidentals,	527 18	1,955 46	2,482 64
Labor at stations,	427 93	630 99	1,058 92
Legal expenses,	45 20	20 50	65 70
Lighting cars,	1 26		1 26
Lighting stations,	7 98	15 79	23 77
Loss and damage,		287 48	287 48
Stationery and printing,	624 41	485 06	1,109 47
Stations, repairs of and furniture for,	541 20	561 08	1,102 28
Superintendents,	302 68	155 37	458 05
Switchmen (credit),	49 82	99 18	149 00
Taxes on stations and State (included in taxes under head of general expenses),			
Telegraph expenses,	570 76	1,108 11	1,678 87
Watchmen,	58 30	126 40	184 70
Wrecks, clearing,	5 00	70 25	75 25
Total,	\$13,060 89	\$17,551 78	\$30,612 67
MOTIVE POWER.			
Enginemen and firemen, passenger,	\$3,890 63		\$3,890 63
Enginemen and firemen, freight,		\$4,846 17	4,846 17
Engine houses and machine shops, etc., repairs of,	35 57	45 29	80 86
Fuel for locomotives,	1,990 53	2,722 45	4,712 98
Incidentals (credit),	54 19	68 96	123 15
Laborers,	131 35	167 18	298 55
Locomotives, repairs of,	2,975 69	3,523 42	6,499 11
Oil, tallow and waste for locomotives,	195 14	202 86	398 00
Sand for locomotives,	20 63	41 27	61 90
Water, wood and coal stations, expenses and repairs of,	307 57	391 46	699 03
Total,	\$9,492 92	\$11,871 14	\$21,364 06

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MAINTENANCE OF WAY.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Ballast,	\$487 92	\$441 46	\$929 38
Bridges, repairs of,	12,681 93	11,474 12	24,156 05
Clerks,	120 00	108 58	228 58
Cross-ties,	3,399 13	3,075 40	6,474 53
Frogs,	143 23	129 58	272 81
Incidentals, credit,	60 19	54 46	114 65
Rails, iron,	409 84	370 80	780 64
Rails, steel,	34 79	31 47	66 26
Road bed, repairs of, labor and material, . .	9,541 26	8,632 58	18,173 84
Snow and ice, removing,	39 06	35 34	74 40
Spikes,	194 82	176 26	371 08
Splices,	182 42	165 05	347 47
Superintendents and supervisors,	394 48	356 91	751 39
Switches,	253 78	229 61	483 39
Tools and repairs of tools,	9 51	8 60	18 11
Track, repairing,	5,456 21	4,936 58	10,392 79
Watchmen,	120 39	108 93	229 32
Total,	\$33,408 58	\$30,226 81	\$63,635 39
GENERAL EXPENSES.			
Clerks,	\$224 01	\$238 83	\$462 84
Incidentals and legal expenses,	203 85	217 34	421 19
Salaries of president and other officers, . . .	100 42	107 06	207 48
Stationery and blanks,	4 10	4 38	8 48
Taxes on real estate,	622 38	663 53	1,285 91
Total,	\$1,154 76	\$1,231 14	\$2,385 90

EARNINGS—SUMMARY.

Passenger transportation, local,	\$91,615 85
Freight transportation, local, \$76,276.68; through, \$13,206.64; total, . .	89,483 32
Mail service, \$2,192.88; express service, \$5,326.30; total,	7,519 18
Miscellaneous,	3,617 95
Total,	\$192,236 30

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$13,060 89	\$17,551 78	\$30,612 67
Motive power,	9,492 92	11,871 14	21,364 06
Maintenance of way,	33,408 58	30,226 81	63,635 39
General expenses,	1,154 76	1,231 14	2,385 90
Total operating expenses,			\$117,998 02
Add amount paid for hire of equipment,			16,478 70
Total expenditures during the year,			\$134,476 72

Operating expenses, 61.38 per cent. of earnings.

Earnings per mile of road of road operated,	\$8,187 23
Expenses per mile of road operated,	5,025 47

Net earnings,	\$3,161 76
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EXPRESS COMPANIES.

Name of express companies that run on the road and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express Company; this company as lessee receives 70 per cent. of gross receipts on oyster traffic and 40 per cent. of gross receipts on all other traffic.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road : None except those owned or controlled by the Pennsylvania Company.

Do they use the cars of your company or those furnished by themselves? The Chartiers Railway Company owns no equipment.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service : Lessec receives \$95.76 per mile per annum.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Employees,	2	.....	1	.....	3
Others,	2	2	2	2
Total,	2	2	3	2	5

CHERRY GROVE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Walter Horton,	President,	Sheffield, Warren Co., Pa.
Webb Horton,	Vice President,	Middletown, N. Y.
Jerry Crary,	Secretary,	Sheffield, Warren Co., Pa.
Chas. Sigel,	Treasurer,	Sheffield, Warren Co., Pa.
A. H. Bailey,	Auditor,	Sheffield, Warren Co., Pa.
Isaac Horton,	General Manager,	Sheffield, Warren Co., Pa.
Jerry Crary,	General Superintendent,	Sheffield, Warren Co., Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Walter Horton,	Sheffield, Warren county, Pa.	Jno. McNair,	Sheffield, Warren county, Pa.
Geo. Horton,	Sheffield, Warren county, Pa.	J. H. Horton,	Sheffield, Warren county, Pa.
Jerry Crary,	Sheffield, Warren county, Pa.	Isaac Horton,	Sheffield, Warren county, Pa.
C. W. R. Radaker,	Sheffield, Warren county, Pa.	Webb Horton,	Middletown, N. Y.
		J. F. Schoellkopf,	Buffalo, N. Y.

Date of annual meeting for election of directors, second Wednesday in January.

GENERAL INFORMATION.

Name of road : Cherry Grove Railroad.

By whom operated : Tionesta Valley Railroad.

By what authority : Commonwealth of Pennsylvania.

The general offices of the company are located at Sheffield, Warren county, Pa.

For information concerning this report, address A. H. Bailey.

How are the passenger cars on your road heated, lighted and ventilated? No rolling stock.

CAPITAL STOCK.

Amount authorized by law,	\$50,000 00
Amount subscribed,	50,000 00
Number of shares issued,	1,000
Amount paid in on each share,	10 00
Par value of each share,	50 00

The Cherry Grove Railroad was leased to the Tionesta Valley Railroad December 1, 1884, and report of same is included in report of Tionesta Valley Railroad.

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Sheffield to Garfield, 11 miles.

CHESTER CREEK RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
S. M. Felton,	President,	Philadelphia, Pa.
William Ward,	Secretary,	Chester, Pa.
Robert Craven,	Treasurer,	Ridley Park, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
S. M. Felton,	Philadelphia, Pa.	J. N. DuBarry,	Philadelphia, Pa.
Eben F. Barker,	Philadelphia, Pa.	Thomas Appleby,	Chester, Pa.
Richard Peters, Sr.,	Philadelphia, Pa.	Amos Gartside,	Chester, Pa.

GENERAL INFORMATION.

Name of road : Chester Creek Railroad Company.

By whom operated : Leased to the Philadelphia and Baltimore Central Railroad Company, and operated by the Philadelphia, Wilmington and Baltimore Railroad Company as agent for the Philadelphia and Baltimore Central Railroad Company.

By what authority : Lease for 999 years, from January 13, 1868, to Philadelphia and Baltimore Central Railroad Company. Operating agreement between Philadelphia, Wilmington and Baltimore Railroad Company and Philadelphia and Baltimore Central Railroad Company, August 1, 1881.

The general offices of the company are located at 233 South Fourth street, Philadelphia.

For information concerning this report, address Robert Craven, Treasurer, 233 South Fourth street, Philadelphia.

How are the passenger cars on your road heated, lighted and ventilated? See report of operating company.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered April 16, 1866.

Opened for business in spring of 1869.

Memorandum : The annual rental paid by lessee is 6 per cent. of the capital stock and bonds of the Chester Creek Railroad Company, amounting to \$370,000, which rental, amounting to \$22,200, is payable January 1 and July 1, in each year.

CAPITAL STOCK.

Amount authorized by law,	\$272,100 00
Amount authorized by votes of company,	272,100 00
Amount subscribed (exclusive of \$87,100 issued to lessee for betterments, but on which no dividends are paid),	185,000 00
Amount now paid in, in cash,	185,000 00
Number of shares issued,	5,442
Amount paid in on each share, on 3,700 shares,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due January, 1, 1903; bear interest at 6 per cent., which is payable January and July), amount,	\$185,000 00
Total capital stock and debt,	457,100 00

COST.

Cost of roads owned to December 31, 1887,	\$457,100 00
Average of same per mile of road laid,	64,019 61
Proportion of same for Pennsylvania: All.	

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lamokin to Lenni,	6.69	6.69
Length of single main track,	6.69	6.69
SUMMARY.		
Length of main line,	6.69	6.69
Total length of all roads owned, leased and operated,	6.69	6.69
Length of sidings and other tracks not above enumerated,	2.33	2.33
Length of all tracks,	9.02	9.02

GAUGE.

Gauge of lines,	4 ft. 9 in.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	6.69	6.69
Miles of track laid with iron rail on lines owned, leased or operated,	2.33	2.33

Weight of rail per yard,	{ Steel, 55 and 60 lbs.
	{ Iron, 55 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	11
Wooden bridges, number of, 3; aggregate length,	363 feet.
Iron bridges, number of, 6; aggregate length,	406 feet.
Wooden trestles, number of, 2; aggregate length,	265 feet.
Total length of bridges and trestles,	1,034 feet.

CROSSINGS.

Railroads crossing lines owned by the company, either over or under grade, in this Commonwealth: Philadelphia division of Baltimore and Ohio Railroad, at $\frac{16}{100}$ miles east of Upland (over).

Number of crossings of highways at grade in this Commonwealth,	8
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	4
Number of grade crossings at which gates or flagmen are maintained,	1
Number of grade crossings at which there are neither gates nor flagmen,	7

Statement of regulations governing employes in regard to these crossings: See report of operating company.

CHARACTERISTICS OF ROAD—CONTINUED.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 7; freight, 7.	7	7
Number of fuel and water stations on main line,	1	1

Material of foundation upon which track is laid: White oak cross-ties laid on stone ballast.

GENERAL BALANCE SHEET, DECEMBER 31, 1888.

ASSETS.	
Construction,	\$457,100 00
Deposit,	11,864 50
	<u>\$468,964 50</u>
LIABILITIES.	
Capital stock,	\$272,100 00
Bonds,	185,000 00
Interest, dividends, etc., unpaid,	11,864 50
	<u>\$468,964 50</u>

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: January, 3 per cent.; July, 3 per cent.
Paid in dividends, cash, \$22,100 00

NOTE.—See report of the Philadelphia, Wilmington and Baltimore Railroad Company.

CHESTER AND DELAWARE RIVER RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Austin Corben,	President,	Philadelphia, Pa.
Howard Hancock,	Secretary,	Philadelphia, Pa.
John Welch,	Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
George deB. Keim,	Philadelphia, Pa.	A. J. Antelo,	Philadelphia, Pa.
S. A. Caldwell,	Philadelphia, Pa.	George F. Baer,	Reading, Pa.
A. A. McLeod,	Philadelphia, Pa.	William Ward,	Chester, Pa.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : The Chester and Delaware River Railroad Company.

By whom operated : Philadelphia and Reading Railroad Company.

The general offices of the company are located at 227 South Fourth street, Philadelphia.

For information concerning this report, address John Welch, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Chester and Delaware River Railroad Company was chartered April 10, 1873.

CAPITAL STOCK.

Amount authorized by law,	\$40,000 00
Amount authorized by votes of company,	40,000 00
Amount subscribed,	40,000 00
Amount now paid in, common,	39,550 00
Number of shares issued, full paid,	790
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Total amount of unfunded debt,	\$195,100 99
Unfunded debt as per last report,	\$195,100 99

COST.

Cost of roads owned to November 30, 1887,	\$220,915 21
Total cost of roads owned to date,	220,915 21
Average of same per mile of road laid, 4.4 miles,	50,207 94

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Thurlow to Eddystone,	4.40 miles.
Length of single main track,	4.40 miles.

SUMMARY.

Length of main line,	4.40 miles.
Total length of all roads owned, leased and operated,	4.40 miles.
Length of sidings and other tracks not above enumerated,	3.20 miles.
Length of all tracks,	7.60 miles.

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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TRACK.

Miles of track laid with steel rail on lines owned, leased or operated,	0.10
Miles of track laid with iron rail on lines owned, leased or operated,	7.50
Weight of rail per yard, { Steel,	68 lbs.
{ Iron,	56 and 68 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	7
Wooden bridges, number of, 3 ; aggregate length,	394 feet.
Iron bridges, number of, 1 ; length,	54 feet.
Wooden trestles, number of, 3 ; aggregate length,	284 feet.
Total length of bridges and trestles,	732 feet.

CROSSINGS.

Number of crossings of highways, at grade, in this Commonwealth,	20
Number of crossings of highways under railroad,	1
Number of crossings at which there are neither gates nor flagmen,	20

STATIONS.

Number of stations on main line, passenger and freight,	2
Number of fuel and water stations on main line,	2
Value of real estate held by the company exclusive of roadway,	\$30,480 00

Material of foundation upon which track is laid : Piling and cross-ties, gravel and stone ballast.

Equipment furnished by Philadelphia and Reading Railroad Company.

CHESTNUT HILL RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
William W. Cocket,	President,	Philadelphia, Pa.
William W. Stephens,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES.	RESIDENCES.
William W. Cocket, . . .	Philadelphia, Pa.	J. Sergeant Price, . . .	Philadelphia, Pa.
C. Stuart Patterson, . . .	Philadelphia, Pa.	Charles C. Slifer, . . .	Flourtown, Mont-
F. B. Gowen,	Philadelphia, Pa.		gomery county, Pa.
E. H. Weil,	Philadelphia, Pa.	William H. Keichline, .	Philadelphia, Pa.
W. S. Wilson,	Chester county, Pa.	Samuel G. Heebner, . .	Chestnut Hill, Pa.
Lewis Elkin,	Philadelphia, Pa.	Eli Kirk Price,	Philadelphia, Pa.
C. Howard Cocket, . . .	Philadelphia, Pa.		

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : Chestnut Hill Railroad.

By whom operated : The Philadelphia and Reading Railroad Company.

By what authority : Lease of December 2, 1870.

The general offices of the company are located at No. 132 South Third street, Philadelphia.

For information concerning this report, address William W. Stephens, Secretary and Treasurer Chestnut Hill Railroad Company, No. 132 South Third street, Philadelphia.

How are the passenger ears on your road heated, lighted and ventilated ? See report of Philadelphia and Reading Railroad Company.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This road was chartered on the second day of July, 1851, as the "Chestnut Hill" Railroad Company.

CAPITAL STOCK.

Amount authorized by law,	\$120,650 00
Amount authorized by votes of company,	120,650 00
Amount subscribed,	120,650 00
Amount now paid in, common,	120,650 00
Number of shares issued,	2,413
Amount paid in on each share,	50 00
Par value of each share,	50 00

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

The Chestnut Hill Railroad was leased to the Philadelphia and Reading Railroad Company, on December 2, 1870, for a term of 999 years, at an annual rental of \$14,478, being 12 per cent. on 2,413 shares, at a par value of \$50 per share, together with an annual payment of \$2,000, for the purpose of maintaining the corporate organization of the company. All questions not answered in this report, should be returned by the lessees.

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Germantown to Chestnut Hill, whole length, all in Pennsylvania, miles,	4 ¹ / ₈
Length of single main track,	4 ¹ / ₈

SUMMARY.

Length of main line, whole length, all in Pennsylvania, miles, . . .	4 ¹ / ₈
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GAUGE.

Gauge of lines,	4 ft. 8 ¹ / ₂ in.
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EARNINGS FOR THE YEAR.

FROM ALL OTHER SOURCES.

March, 1888,	\$4,119 50
June, 1888,	4,119 50
September, 1888,	4,119 50
December, 1888,	4,119 50
Total,	\$16,478 00

GENERAL BALANCE SHEET, 1888.

ASSETS.

Real estate, old accounts,	\$15,505 98
Road, old accounts,	105,144 02
Cash,	237 00
	\$120,887 00

LIABILITIES.

Capital stock,	\$120,650 00
Unpaid dividends,	237 00
	\$120,887 00

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: March 5, June 4, September 4 and December 4, each 3 per cent., equal to 12 per cent. on the capital stock.

Paid in dividends, cash, including back dividends,	\$14,478 00
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CLEARFIELD AND JEFFERSON RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Aaron Fries,	President,	Philadelphia, Pa.
Samuel G. Lewis,	Vice President,	Philadelphia, Pa.
Frank S. Lewis,	Secretary and Treasurer,	Philadelphia, Pa.
Geo. W. Biddle,	General Solicitor,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Chas. F. Berwind,	Philadelphia, Pa.	Frank S. Lewis,	Philadelphia, Pa.
John H. Converse,	Philadelphia, Pa.	Samuel G. Lewis,	Philadelphia, Pa.
H. S. Frank,	Philadelphia, Pa.	John Reilly,	Philadelphia, Pa.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : The Clearfield and Jefferson Railway Company.

By whom operated : Bell's Gap Railroad Company.

By what authority : Under lease of October 18, 1886.

The general offices of the company are located at Philadelphia.

For information concerning this report, address Frank S. Lewis, Secretary and Treasurer, Bullitt Building, room 257, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Clearfield and Jefferson Railway Company was chartered by State of Pennsylvania February 27, 1885, organized February 18, 1885, for a term of nine hundred and ninety-nine years. The road was commenced January, 1886, and finished January, 1888, from Irvona to Horatio, a distance of 37.6 miles, also branch road from Irvona to Frankhurst, a distance of 2 miles ; total, 39.6 miles.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount authorized by votes of company,	1,000,000 00
Amount subscribed,	1,000,000 00
Number of shares issued,	20,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due January 1, 1907 ; bear interest at 6 per cent, which is payable January and July), amount,	\$1,000,000 00
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UNFUNDED DEBT.

Total amount of funded and unfunded debt,	\$1,000,000 00
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CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Irvona to Horatio,	36.88	36.88
Length of single main track,	36.88	36.88
BRANCHES.		
South Hitmer branch, from Irvona to } Length of road,	1.87	1.87
Frankhurst, } Length of single track,	1.87	1.87
Hister branch, from Hister Junction to } Length of road,	0.63	0.63
Hister mines, } Length of single track,	0.63	0.63
SUMMARY.		
Length of main line,	36.88	36.88
Length of branches owned by the company,	2.50	2.50
Total length of all roads owned, leased and operated,	39.38	39.38
Length of sidings and other tracks not above enumerated,	7.33	7.33
Length of all tracks,	46.71	46.71

GAUGE.	
Gauge of lines,	4 ft. 9 ins.
Weight of rail per yard, steel,	60 lbs.

BRIDGES AND TRESTLES.	
Number of bridges and trestles on lines owned by the company,	17
Wooden bridges, number of, 8; aggregate length,	93 feet.
Iron bridges, number of, 9; aggregate length,	530 feet.
Total length of bridges and trestles,	623 feet.

The other portions of this report is returned by the Bell's Gap Railroad Company, it being the lessee.

CLEARMONT AND KINZUA RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
George W. Campbell,	President,	Kane, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
George W. Campbell, . .	Kane, Pa.	W. H. Pickett,	Warren, Pa,
E. W. Campbell,	Mt. Jewett, Pa.		

GENERAL INFORMATION.

Name of road : The Clearmont and Kinzua Railroad.

By whom operated : Not yet in general operation.

The general offices of the company are located at Mt. Jewett, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Clearmont and Kinzua Railroad Company was organized under act of May 4, 1868, and its supplements. The charter was granted May 23, 1888.

The road is not yet completed. The only use that has been made of the completed portion was by George W. Campbell, who has had the privilege of running log trains over it.

CAPITAL STOCK.

Amount authorized by law,	\$10,000 00
Amount authorized by votes of company,	10,000 00
Amount subscribed,	10,000 00
Number of shares issued,	200

CLERMONT AND BRADFORD RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
William Hacker,	President,	161 Wister street, Phila.
A. A. Clay,	Vice President,	Elk county, Pa.
H. G. Clay,	Secretary and Treasurer, . .	1734 Pine street, Phila.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
William Hacker,	161 Wister St., Phila.	H. L. Geydin,	Villa Nova, Pa.
H. M. Albertson,	237 Allen street.	H. G. Clay,	1734 Pine St., Phila.
A. A. Clay,	Elk county, Pa.	A. J. Miller,	1743 N. 8th St., Phil.
A. H. Williams,	1922 Camac St., Phil.		

GENERAL INFORMATION.

Name of road: Clermont and Bradford Railroad Company.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter, dated June 10, 1882.

The proposed line of railroad is from near Clermont in McKean county, Pa., to the line of the New York, Lake Erie and Western Coal and Railroad Company, and the (late) Big Level and Kinzua Railroad at Mount Jewett, McKean county.

The total expenditures to date for location and Surveying is \$785.77, but no work has yet been done beyond surveying and location.

CAPITAL STOCK.

Amount authorized by law,	\$150,000 00
Amount authorized by votes of company, shares,	3,000
Amount subscribed,	625
Amount now paid in, common,	3,125 00
Number of shares issued,	625
Amount paid in on each share,	5 00
Par value of each share,	50 00

CLEVELAND AND PITTSBURGH RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
J. N. McCullough,	President,	Pittsburgh, Pa.
G. A. Ingersoll,	Secretary and Treasurer,	Cleveland, O.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. N. McCullough,	Pittsburgh, Pa.	E. A. Ferguson,	Cincinnati, O.
B. F. Jones,	Pittsburgh, Pa.	J. V. Painter,	Cleveland, O.
George B. Roberts,	Philadelphia, Pa.	E. R. Perkins,	Cleveland, O.
William Buchnell,	Philadelphia, Pa.	R. P. Ranney,	Cleveland, O.
Charles Lanier,	New York, N. Y.	R. F. Smith,	Cleveland, O.
William C. Egleston,	New York, N. Y.	W. W. Holloway,	Bridgeport, O.

Date of annual meeting for election of directors, first Wednesday in January.

CAPITAL STOCK.

Amount authorized by law and amount authorized by votes of company,	\$11,253,500 00
Amount now paid in, common and preferred,	11,236,350 00
Number of shares issued,	224,727
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Second and third mortgage bonds (past due; redemption provided), amount,	\$5,500 00
Fourth mortgage bonds (due January 1, 1892; bear interest at 6 per cent., which is payable January and July), amount, bonds, \$1,096,000.00; scrip, \$8,843.63; total,	1,104,843 63
C. & S. F. mortgage bonds (due November 1, 1900; bear interest at 7 per cent., which is payable May and November), amount,	1,981,000 00
Construction and equipment bonds (due, series "A," January 1, 1913; bear interest at 7 per cent., which is payable January and July), amount,	1,590,000 00
Construction and equipment, series "B," due January 1, 1943, 7 per cent., January and July,	469,000 00
Total amount of funded debt,	\$5,150,343 63
Funded debt as per last report,	\$5,201,343 63

COST.

Cost of roads owned to December 31, 1887,	\$13,608,599 47
Cost of additions for the year ending December 31, 1888,	86,357 14
Total cost of roads owned to date,	\$13,694,956 61
Average of same per mile of road laid, and per mile of single track, 197 $\frac{75}{100}$ miles,	69,253 89
Proportion of same for Pennsylvania,	1,038,808 31
Cost of equipment owned to December 31, 1887,	3,814,461 54
Total cost of equipment owned,	3,814,461 54
Average cost of equipment per mile of road owned by the company, and per mile of road operated by company,	19,289 31
Proportion of same for Pennsylvania,	289,339 65
Cost of road and equipment per mile (of road owned by company),	88,543 20
Proportion of same for Pennsylvania,	1,328,147 96
Total cost of roads and equipment,	17,539,418 15
Proportion of same for Pennsylvania,	1,328,147 96

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$13,694,956 61
Equipment,	\$3,640,697 67
Machinery and tools,	100,380 42
Personal property,	50,112 97
Telegraph line,	23,270 48
	3,814,461 54
Cash in hands of treasurer and New York agent,	246,661 52
Due from personal accounts,	7,416 99
Pennsylvania Railroad Company, lessee, materials,	261,210 66
Guaranteed bond interest,	104,910 00
Mortgage bonds of 1900, profit and loss,	266 25
	\$18,129,883 57

LIABILITIES.

Capital stock,	\$11,236,350 00
Capital stock, scrip,	10,685 84
	\$11,247,035 84
Second mortgage bonds,	500 00
Third mortgage bonds,	5,000 00
Fourth mortgage bonds,	\$1,096,000 00
Fourth mortgage bonds, scrip,	8,843 63
	1,104,843 63
C. & S. F. mortgage bonds,	1,981,000 00
Construction and equipment mortgage bonds, "A,"	1,590,000 00
Construction and equipment mortgage bonds, "B,"	469,000 00
Guaranteed income,	1,396,391 50
Old income, balance,	13,113 47
Due on personal accounts,	26,461 42
Pennsylvania Railroad Company, betterments,	1,179 35
Due on dividends and coupons,	142,061 39
Lease to Pennsylvania Railroad Company,	152,785 00
General interest,	511 97
	\$18,129,883 57

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: March 1, June 1, September 1 and December 1, 7 per cent. on \$11,224,200; 10 per cent. on \$12,150.	
Paid in dividends, stock and cash,	\$786,909 00
Paid to sinking fund,	148,587 00

CLEVELAND AND PITTSBURGH RAILROAD—PENNSYLVANIA COMPANY OPERATING.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS PENNSYLVANIA COMPANY.

NAMES.	OFFICES.	RESIDENCES.
George B. Roberts,	President,	Philadelphia, Pa.
J. N. McCullough,	First Vice President,	Pittsburgh, Pa.
Wm. Thaw,	Second Vice President,	Pittsburgh, Pa.
Thomas D. Messler,	Third Vice President and Comptroller,	Pittsburgh, Pa.
James McCrear,	Fourth Vice President and General Manager,	Pittsburgh, Pa.
S. B. Liggett,	Secretary,	Pittsburgh, Pa.
S. W. White,	Assistant Secretary,	Philadelphia, Pa.
John E. Davidson,	Treasurer,	Pittsburgh, Pa.
John W. Renner,	Assistant Comptroller,	Pittsburgh, Pa.
J. T. Brooks,	General Counsel,	Pittsburgh, Pa.
F. Slataper,	Chief Engineer,	Pittsburgh, Pa.
E. B. Taylor,	General Superintendent,	Pittsburgh, Pa.
Jos. Wood,	General Superintendent of Transportation,	Pittsburgh, Pa.
John Thomas,	Division Superintendent,	Wellsville, Ohio.
Wm. Stewart,	General Freight Agent,	Pittsburgh, Pa.
E. A. Ford,	General Passenger and Ticket Agent,	Pittsburgh, Pa.

GENERAL INFORMATION.

Name of road: Cleveland and Pittsburgh Railroad.

By whom operated: Pennsylvania Company.

By what authority: Lease.

The general offices of the company are located at Pittsburgh, Pa.

For information concerning this report, address Thomas D. Messler, Vice President, Pittsburgh, Pa.

How are the passenger cars on your road heated, lighted and ventilated: Heated with stoves having water reservoirs in bottom; also with Baker heaters suspended from bottom of cars; lighted with lamps containing mineral sperm oil 300° fire test; ventilated through ventilators placed in decks of cars.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Cleveland, Ohio, to Rochester, Pa., 123.48 miles; length of River Division, Yellow Creek, Ohio, to Bellaire, Ohio, 43.41 miles; total,	167.24	14.93
Length of single main track,	158.50	
Length of second main track,	8.74	
BRANCHES.		
Tuscarawas branch, from Bayard, Ohio, to New Philadelphia, Ohio, Length of road,	31.10	
LEASED ROADS.		
Joint use Pittsburgh, Fort Wayne and Chicago Railway, from Rochester to Pitts-	Length of road, Length of double track,	25.64
burgh,		25.64

CHARACTERISTICS OF ROAD—CONTINUED.

SUMMARY.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line,	167.24	14.93
Length of branches owned by the company,	31.10	.....
Length of leased roads,	25.64	25.64
Total length of all roads owned, leased and operated,	223.98	40.57
Length of second track,	8.74	.....
Length of sidings and other tracks not above enumerated,	100.38	10.15
Length of all tracks,	333.10	50.72

GAUGE.

Gauge of lines, 4 ft. 9 in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENNA.
Miles of track laid with steel rail on lines owned, leased or operated, main tracks only,	196.76	14.93
Miles of track laid with iron rail on lines owned, leased or operated,	1.58	.....

Weight of rail per yard, { Steel, 56 and 60 lbs.
 { Iron, 60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 199; in Pennsylvania, 15
 Number of miles of wire, 791; in Pennsylvania, 104

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company in Pennsylvania, 10
 Stone bridges, number of, 5; aggregate length, 249 feet.
 Iron bridges, number of, 5; aggregate length, 997 feet.
 Total length of bridges and trestles, 1,246 feet.

CROSSINGS.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Pittsburgh and Lake Erie Railroad, at Beaver, Pa. (over grade).
 Number of crossings of highways, at grade, in this Commonwealth, 19
 Number of crossings of highways under railroad, 4
 Number of crossings at which gates or flagmen are maintained, . . . 1
 Number of crossings at which there are neither gates nor flagmen, . . 18

Statement of regulations governing employes in regard to these crossings: Whistle two long and two short blasts; bell is rung one-fourth mile from crossings and continued until crossings are passed.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 47; freight, 42,	58	6
Number of stations on branches, passenger, 10; freight, 10,	10	.....
Number of stations on leased roads, passenger, 5; freight, 7,	9	9
Number of engine houses and shops owned by the company,	17	3
Number of fuel and water stations on main line,	16	2
Number of fuel and water stations on branches,	6	.....
Number of tunnels on all lines owned by the company,	1	.....
Aggregate length of tunnels,	994½ ft.	.....

CHARACTERISTICS OF ROAD—CONTINUED.

Material of foundation upon which track is laid: Coarse gravel and furnace cinder.

EQUIPMENT.

Locomotives,	96
Passenger cars, first class,	43
Baggage, mail and express cars,	24
Freight cars, 8-wheel, including caboose cars,	3,448
Freight cars, 4-wheel,	24
Total freight cars,	3,472
Cars, roadway department, 8-wheel,	4
Cars, roadway department, 4-wheel,	83
Hand cars and hand trucks,	87

Train brake in use: Westinghouse automatic air brake on passenger trains; ordinary hand brake on freight trains.

Average number of cars in passenger trains, including mail, express and baggage cars,	6
Average number of cars in freight trains,	45
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	175
Average weight of freight trains, including locomotive and tender, in working order, in tons,	640

EMPLOYES.

Average number of persons regularly employed by company, including officials,	1,820
Same in Pennsylvania,	139

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	630,939
Number of miles run by freight and coal trains,	1,275,303
Total number of miles run,	1,906,242
Number of passengers carried one mile in Pennsylvania,	1,538,799
Net cost per mile for each passenger carried,	01.95 cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	1,892,136
Number of tons of 2,000 pounds of local freight for the year,	1,778,738
Number of tons of freight carried one mile,	316,977,811
Number of tons of freight carried one mile in Pennsylvania,	57,785,055
Gross amount of tonnage for the year (2,000 pounds per ton),	3,670,874
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	25
Average rate of speed adopted by express trains, including stops (miles per hour),	33
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

DOINGS OF THE YEAR—CONTINUED.

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Grain,	36,775	Other articles,	2,483
Flour,	19,703	Petroleum and its products, . . .	123,565
Other mill products,	10,248	Other oils,	3,181
Hay,	3,572	Sugar,	18,070
Tobacco,	1,425	Iron—pig and bloom,	249,403
Fruits and vegetables,	11,808	Iron and steel rails,	24,609
Other articles,	5,103	Castings and machinery,	66,371
Live stock,	17,014	Bar and sheet metal,	98,590
Dressed meats,	1,162	Cement and brick,	74,633
Other packing house products, . .	1,853	Leather,	353
Poultry, game and fish,	720	Lime,	4,607
Wool,	1,210	Agricultural implements,	560
Hides,	1,795	Wagons, carriages, tools, etc., .	702
Other articles,	10,632	Wines, liquors and beers,	7,957
Anthracite coal,	24,514	Household goods and furniture, .	5,411
Bituminous coal,	1,129,508	Merchandise,	57,284
Coke,	323,834	Other articles,	354,222
Ores,	480,953	Miscellaneous,	113,916
Stone, sand and like articles, . .	212,354		
Other articles,	29,327	Total,	3,670,874
Lumber,	141,447		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal, per ton per mile,	00.62 cents.
For local freight and coal, per ton per mile,	00.96 cents.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888.	734	109,586	\$2,537 57	84,519	1,406,928	\$38,175 21	85,253	1,516,514	\$40,712 78
February, 1888.	774	115,558	2,541 56	88,367	1,507,410	40,857 01	89,141	1,622,998	43,398 57
March, 1888.	878	131,086	2,915 03	98,818	1,623,691	41,135 83	99,696	1,754,780	47,050 86
April, 1888.	1,109	165,574	3,551 18	95,316	1,608,740	43,757 94	96,425	1,774,314	47,309 12
May, 1888.	1,468	219,672	4,384 19	98,207	1,734,390	46,280 34	99,675	1,951,062	50,664 53
June, 1888.	1,118	166,917	3,525 98	91,985	1,861,105	46,055 91	96,103	2,031,022	49,581 92
July, 1888.	1,090	162,737	3,538 62	118,876	2,049,615	62,494 31	119,966	3,112,352	66,032 93
August, 1888.	1,530	228,429	4,779 25	112,184	2,356,288	56,690 16	113,714	2,578,717	61,469 41
September, 1888.	1,225	182,733	4,137 74	110,313	2,312,084	53,172 41	111,538	2,524,817	57,310 18
October, 1888.	876	130,805	3,277 71	115,174	2,133,057	52,943 95	116,050	2,263,862	56,221 66
November, 1888.	774	115,558	2,568 29	114,295	1,927,950	47,954 02	115,069	2,043,508	50,222 31
December, 1888.	780	116,454	2,581 99	121,309	2,156,364	54,878 37	122,089	2,272,818	57,360 36
Total,	12,356	1,845,109	\$10,239 11	1,252,393	23,604,655	\$587,395 52	1,264,749	25,449,764	\$627,634 63

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers, 21¹/₈ cents; for first-class way passengers, 24¹/₈ cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888.	50,163	5,722,489	\$12,406 28	140,592	9,302,715	\$90,924 66	190,755	15,025,204	\$133,330 94
February, 1888.	64,022	7,043,405	46,992 89	151,765	9,891,860	93,609 00	215,787	16,935,265	140,601 89
March, 1888.	70,446	7,477,189	57,552 70	181,434	11,624,669	108,995 58	251,880	19,101,858	165,618 28
April, 1888.	74,801	9,230,617	66,749 52	187,581	11,856,375	114,489 66	362,382	21,086,992	175,239 18
May, 1888.	119,507	14,762,406	86,065 48	212,701	15,210,828	131,024 63	332,208	29,973,234	217,090 11
June, 1888.	122,488	15,692,360	92,685 21	207,190	16,156,516	126,422 38	329,678	31,848,876	219,107 59
July, 1888.	199,220	23,157,784	133,408 80	97,354	6,612,014	69,516 14	296,574	29,769,798	202,924 94
August, 1888.	198,368	23,068,182	129,239 14	125,760	7,883,069	82,718 88	324,128	30,951,251	211,958 02
September, 1888.	210,537	25,225,271	157,349 64	117,868	7,144,616	76,005 92	358,405	32,369,887	233,955 56
October, 1888.	292,957	29,190,902	185,642 12	139,011	8,276,860	85,590 55	431,968	37,467,762	271,232 67
November, 1888.	258,105	24,243,341	155,020 53	113,465	6,416,433	71,009 96	371,570	30,659,774	226,030 49
December, 1888.	197,522	15,859,123	102,347 81	108,017	5,928,787	64,118 30	305,539	21,787,910	166,466 11
Total,	1,888,136	200,673,069	\$1,249,460 12	1,782,738	116,304,742	\$1,114,125 66	3,670,874	316,977,811	\$2,363,585 78

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888,	\$3,263 88	\$2,887 95	\$5,581 10	\$11,732 93
February, 1888,	3,263 88	2,427 25	3,702 58	9,393 71
March, 1888,	3,263 88	3,084 10	1,314 80	7,662 78
April, 1888,	3,263 88	3,326 14	4,849 06	1,740 96
May, 1888,	3,263 88	3,883 17	8,527 12	1,380 07
June, 1888,	3,263 88	3,773 87	6,264 15	13,301 90
July, 1888,	3,263 88	3,219 80	1,561 48	4,922 20
August, 1888,	3,263 88	3,233 07	1,584 82	5,012 13
September, 1888,	3,590 47	3,548 06	1,232 68	5,905 85
October, 1888,	4,243 64	4,162 32	22,170 81	30,576 77
November, 1888,	3,590 47	3,861 24	3,777 47	11,229 18
December, 1888,	3,590 46	4,116 71	3,217 54	10,924 71
Total,	\$41,126 08	\$41,523 68	\$28,273 29	\$110,923 05

RECAPITULATION.

Total passenger earnings for the year,	\$627,634 63
Total freight earnings for the year,	2,363,585 78
Total earnings from all other sources,	110,923 05
Total earnings for the year,	\$3,102,143 46

Total receipts from all sources on whole length of line,	\$3,221,154 23
Proportion of earnings in Pennsylvania to earnings of whole line,	583,455 02

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$3,548 71		\$3,548 71
Agents,	18,514 49	\$33,911 02	52,425 51
Baggage masters,	10,528 65		10,528 65
Brakemen,	16,997 10	112,916 37	129,913 47
Cars, cleaning,	5,529 96		5,529 96
Car incidental supplies,	1,534 45	1,884 87	3,419 32
Car service,	1,359 11	27,461 38	28,820 49
Clerks,	10,708 32	70,493 64	81,201 96
Conductors and train agents,	19,075 37	65,279 02	84,354 39
Dispatchers,	4,276 85	16,379 70	20,656 55
Docks, dredging and cleaning, repairs of,		18,940 62	18,940 62
Cars, oil, tallow, etc.,	539 05	4,193 39	4,732 44
Expenses of stations, except labor,	1,101 86	851 87	1,953 73
Foreign agencies,	3,776 39	2,838 81	6,615 20
Heating cars,	1,577 67		1,577 67
Heating stations,	1,978 50	1,216 75	3,195 25
Incidentals,	1,331 67	1,480 40	2,812 07
Insurance,	102 86	205 74	308 60
Labor at stations,	13,637 19	48,048 60	61,685 79
Legal expenses,	1,056 31	1,102 43	2,158 74
Lighting cars,	852 39		852 39
Lighting stations,	3,976 41	4,359 92	8,336 33
Loss and damage of goods,		11,608 79	11,608 79
Mail expenses,	996 80		996 80
Damage to property and stock killed,	938 78	2,197 27	3,136 05
Stationery and printing,	5,220 12	9,817 07	15,037 19
Stations, repairs of and furniture for, and rent,			
Superintendents,	21,771 22	21,635 58	43,406 80
Switchmen,	1,969 19	3,893 81	5,863 00
Signals,	3,002 67	10,153 74	13,156 41
Injuries to individuals,	4,844 74	9,854 12	14,698 86
Teaming,	8,108 05	10,235 58	18,343 63
Telegraph expenses,	998 56	1,783 51	2,782 07
Watchmen,	13,322 68	28,528 52	41,851 20
Wrecks, clearing,	8,348 33	21,468 92	32,817 25
Switching and track service,	6 80	5,684 43	5,691 23
Supplies for trainmen,		78,442 07	78,442 07
Expenses of Union Line,	1,480 49	2,855 82	4,336 31
		6,366 72	6,366 72
Total,	\$193,011 74	\$639,090 48	\$832,102 22

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemmen and firemen, passenger,	\$33,758 63		\$33,758 63
Enginemmen and firemen, freight,		\$140,537 40	140,537 40
Engine houses and machine shops, etc., repairs of,	1,641 04	6,364 03	8,005 07
Heating and lighting,	543 70	2,108 52	2,652 22
Fuel for locomotives,	19,829 35	89,086 38	108,915 73
Incidentals,	382 27	1,482 49	1,864 76
Laborers,	4,098 77	15,895 27	19,994 04
Locomotive furniture and fixtures,	583 54	2,263 04	2,846 58
Locomotives, repairs of,	20,953 17	126,398 70	147,351 87
Oil for locomotives, tallow and waste,	1,711 73	6,546 29	8,258 02
Sand for locomotives,	526 81	2,043 01	2,569 82
Stationery and printing,	141 43	548 49	689 92
Superintendence,	281 72	1,092 44	1,374 16
Tools and machinery, repairs of,	912 55	3,538 93	4,451 48
Watchmen,	357 39	1,385 99	1,743 38
Water, wood and coal stations, expenses and repairs of,	603 71	23,544 72	24,148 43
Total,	\$86,325 81	\$422,835 70	\$509,161 51
MAINTENANCE OF WAY.			
Ballast,	\$738 78	\$2,339 47	\$3,078 25
Bridges, repairs of,	8,308 90	26,311 52	34,620 42
Cars, repairs of (in M. of W. service),	1,118 75	3,542 74	4,661 49
Clerks,	756 86	2,396 76	3,153 62
Cross-ties,	12,544 22	39,723 38	52,267 60
Cattle guards and road crossings,	1,354 03	4,287 80	5,641 83
Foremen, tool and watch-houses, repairs of,	636 46	2,023 54	2,660 00
Frogs,	946 57	2,997 49	3,944 06
Incidentals,	2,311 00	7,318 20	9,629 20
Oil, tallow, waste, etc.,	364 85	1,155 39	1,520 24
Rails, iron,	541 84	1,715 84	2,257 68
Rails, steel,	8,070 87	25,557 76	33,628 63
Road-bed, repairs of, labor and material,	10,218 75	32,359 40	42,578 15
Snow and ice, removing,	584 50	1,850 93	2,435 43
Spikes,	941 44	2,981 24	3,922 68
Right of way,	178 68	565 86	744 54
Joints,	2,500 08	7,916 92	10,417 00
Stationery and printing,	84 35	267 14	351 49
Superintendents and supervisors,	2,414 92	7,647 27	10,062 19
Switches,	1,614 47	5,108 35	6,722 82
Fences,	846 28	2,679 92	3,526 20
Tunnels,	10,838 03	34,320 45	45,158 48
Tools and repairs of tools,	1,008 62	3,194 00	4,202 61
Track, repairing,	24,049 44	76,156 59	100,206 03
Watchmen,	2,008 91	6,365 73	8,374 64
Litigation, cost of,	45 78	145 00	190 78
Total,	\$93,943 70	\$297,497 01	\$391,440 71
MAINTENANCE OF CARS.			
Car shops and sheds, repairs of,	\$170 42	\$776 36	\$946 78
Cars, repairs of freight,		225,255 77	225,255 77
Cars, repairs of passenger, baggage, express and postal,	48,500 44		48,500 44
Heating car shops,	31 22	142 24	173 46
Lighting,	39 33	179 15	218 48
Incidentals,	84 47	384 82	469 29
Laborers,	405 94	1,849 26	2,255 20
Tools and repairs of tools,	458 32	2,087 91	2,546 23
Watchmen,	138 96	633 03	771 99
Superintendence,	191 60	872 85	1,064 45
Total,	\$50,020 70	\$232,181 39	\$282,202 09
GENERAL EXPENSES.			
Attendants,	\$160 82	\$604 99	\$765 81
Clerks,	3,148 85	11,845 65	14,994 50
Fuel and light,	163 55	615 27	778 82
Incidentals and legal expenses,	1,983 58	7,462 05	9,445 63
Office expenses, repairs and furniture, and rent,	349 18	1,313 57	1,662 75
Salaries of president and other officers and expenses,	740 86	1,787 06	3,527 92
Stationery and blanks,	278 71	1,048 48	1,327 19
Taxes on real estate,	17,512 80	65,881 48	83,394 28
Total,	\$24,338 35	\$91,558 55	\$115,896 90

EARNINGS—SUMMARY.

Passenger transportation, local, \$537,395.52; through, \$40,239.11; total,	\$627,634 63
Freight transportation, local, \$1,114,125.66; through, \$1,249,460.12; total,	2,363,585 78
Mail service, \$41,126.08; express service, \$41,523.68; total,	82,649 76
Miscellaneous,	28,273 29
Total,	\$3,102,143 46
Add joint earnings received from Pittsburgh, Fort Wayne and Chicago Railway,	\$125,385 26
Less sundry expenses connected therewith,	6,374 49
	119,010 77
Total,	\$3,221,154 23

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$193,011 74	\$639,090 48	\$832,102 22
Motive power,	86,325 81	422,835 70	509,161 51
Maintenance of way,	93,943 70	297,497 01	391,440 71
Maintenance of cars,	50,020 70	232,181 39	282,202 09
General expenses,	24,338 35	91,558 55	115,896 90
Total operating expenses,			\$2,130,803 43

Operating expenses, 66.151 per cent. of earnings.

Earnings per mile of road operated,	\$14,381 44
Expenses per mile of road operated,	9,513 36
Net earnings,	\$4,868 08

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express Company; 40 per cent. of gross receipts from general merchandise and money business; 70 per cent. of gross receipts from oyster business. Cars are furnished and kept in repair by Pennsylvania Company.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: None other than those owned or controlled by the Pennsylvania Company.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular: The cars of the transportation line operating over this company's road are given no preference in any particular.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates: Pullman Palace Car Company. The Pennsylvania keep up repairs of cars exclusive of upholstery and bedding. The Pullman Palace Car Company make their own charges.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$41,126.08 per annum.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employees,	3	.....	.....	.....	3
Others,	1	.....	1	.....
Total,	3	1	.. ..	1	3

See lessor company's report.

COLEBROOKDALE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Joseph L. Bailey,	President,	Pine Iron Works, Pa.
Howard Hancock,	Secretary,	Philadelphia.
John Welch,	Treasurer,	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS. (Elected January 21, 1889.)	RESIDENCES.	NAMES OF DIRECTORS. (Elected January 21, 1889.)	RESIDENCES.
Austin Corbin,	Philadelphia.	Samuel R. Shipley, . . .	Philadelphia.
Thomas Cochran,	Philadelphia.	D. B. Boyer,	Boyertown, Pa.
A. J. Antelo,	Philadelphia.	James Boyd,	Norristown, Pa.

Date of annual meeting for election of directors, third Monday in January.

GENERAL INFORMATION.

Name of road : Colebrookdale Railroad Company.

By whom operated : Philadelphia and Reading Railroad Company.

By what authority : Lease.

The general offices of the company are located at 227 South Fourth street, Philadelphia.

For information concerning this report, address John Welch, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter March 23, 1865. Leased to Philadelphia and Reading Railroad Company January 1, 1870, for twenty years. Terms : Lessee to pay all expense of operating, and to our company, as rental, a sum equal to 30 per cent. of the gross receipts.

CAPITAL STOCK.

Amount authorized by law,	\$500,000 00
Amount authorized by votes of company,	300,000 00
Amount subscribed,	300,000 00
Amount now paid in, common,	297,215 00
Number of shares issued, full paid,	5,922
Amount paid in on each share issued,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due June 1, 1898; bear interest at 6 per cent., which is payable June and December), amount,	\$600,000 00
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UNFUNDED DEBT.

Total amount of unfunded debt,	54,463 66
Total amount of funded and unfunded debt,	\$654,463 66

DEBT—CONTINUED.

Funded debt as per last report,	\$600,000 00
Unfunded debt as per last report,	70,644 35

COST.

Total cost of roads owned to November 30, 1887,	\$672,029 50
Total cost of roads owned to date,	672,029 50
Average of same per mile of road laid, 12.8 miles,	52,502 30

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Pottstown to Barto,	12.8 miles
Length of single main track,	12.8 miles

SUMMARY.

Length of main line,	12.8 miles
Total length of all roads owned, leased and operated,	12.8 miles
Length of sidings and other tracks not above enumerated,	2.8 miles
Length of all tracks,	15.6 miles

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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TRACK.

Miles of track laid with steel rail on lines owned, leased or operated,	6.10
Miles of track laid with iron rail on lines owned leased or operated,	9.50
Weight of rail per yard, { Steel,	68 and 70 lbs.
Weight of rail per yard, { Iron,	56, 68 and 70 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	22
Wooden bridges, number of, 11; aggregate length,	465 feet.
Iron bridges, number of, 1; length,	27 feet.
Wooden trestles, number of, 10; aggregate length,	1,781 feet.
Total length of bridges and trestles,	2,273 feet.

CROSSINGS.

Number of crossings of highways, at grade, in this Commonwealth,	16
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	6
Number of crossings at which gates or flagmen are maintained,	1
Number of crossings at which there are neither gates nor flagmen,	15

STATIONS.

Number of engine houses and shops owned by the company,	1
Number of fuel and water stations on main line,	1
Value of real estate held by the company, exclusive of roadway,	\$14,108 07

Material of foundation upon which track is laid: Wooden cross-ties and broken stone ballast.

EARNINGS—SUMMARY.

Rental lease account,	\$16,380 69
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CORPORATION EXPENSES—SUMMARY.

General expenses,	\$249 00
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GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$657,921 51
Real estate,	14,108 07
Cash,	24 95
Profit and loss,	461,286 13
	<u>\$1,133,340 66</u>

LIABILITIES.

Capital stock,	\$297,215 00
First mortgage bonds,	600,000 00
Unfunded debt,	54,463 66
Sundry credits,	181,662 00
	<u>\$1,133,340 66</u>

COLUMBIA AND PORT DEPOSIT RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
W. H. Wilson,	President,	Philadelphia, Pa.
James R. McClure,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Jacob Tome,	Port Deposit, Md.	J. N. DuBarry,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.	W. J. Howard,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.	Vacancy,	
Wistar Morris,	Philadelphia, Pa.	Jno. P. Green,	Philadelphia, Pa.
Alexander Biddle,	Philadelphia, Pa.	W. L. Elkins,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Mont- gomery Co., Pa.	Henry D. Welsh,	Philadelphia, Pa.

Date of annual meeting for election of directors, Third Wednesday of February.

GENERAL INFORMATION.

Name of road : Columbia and Port Deposit Railroad Company.

By whom operated : Pennsylvania Railroad Company.

By what authority : Under agreement of June 13, 1877.

The general offices of the company are located at No. 233 South Fourth street, Philadelphia, Pa.

For information concerning this report, address James R. McClure, Secretary and Treasurer, No. 233 South Fourth street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Act of General Assembly of Pennsylvania, April 12, 1856 ; March 29, 1860 ; April 1, 1863 ; April 4, 1864.

Act of the General Assembly of Maryland, chapter 103, passed February 20, 1858 ; January session 1864, chapter 31.

Construction commenced in 1871, and completed and opened for traffic July 1, 1877.

CAPITAL STOCK.

Amount authorized by law,	\$1,800,000 00
Amount authorized by votes of company,	497,100 00
Amount subscribed,	497,100 00
Amount now paid in, common,	497,100 00
Number of shares issued,	9,942
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due February 1, 1893; bear interest at 7 per cent., which is payable February 1 and August 1), amount, . . . \$1,882,000 00

UNFUNDED DEBT.

Unfunded debt incurred for construction, equipment or purchase of property, . . . \$488 00
Debt incurred for any other purpose, and for what:
Interest on bonds, . . . 1,058,120 00
Total amount of funded and unfunded debt, . . . \$1,058,608 00
Funded debt as per last report, . . . \$1,882,000 00
Unfunded debt as per last report, . . . 1,063,356 26
Total cash realized from capital stock and debt, . . . \$2,024,815 16

COST.

Cost of roads owned to December 31, 1887, . . . \$2,033,795 22
Cost of additions for the year ending December 31, 1888, . . . 2,386 52
Total cost of roads owned to date, . . . \$2,036,181 74
Total cost of roads, . . . \$2,036,181 74

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Columbia, Pa., to Port Deposit, Md., . . .	39.83	28.97
Length of single main track,	39.83	28.97
LEASED ROADS.		
Port Deposit branch, P., W. and B. R. R., } Length of road, . . .	3.70	. . . . .
from Port Deposit, Md., to Perryville, Md., } Length of single track, . . .	3.70	. . . . .
SUMMARY.		
Length of main line,	39.83	28.97
Length of operated roads,	3.70	. . . . .
Total length of all roads owned, leased and operated,	43.53	28.97
Length of sidings and other tracks not above enumerated,	8.16	4.15
Length of all tracks,	51.69	33.12

GAUGE.

Gauge of lines, 4 ft. 9 in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, . .	41.41	26.85
Miles of track laid with iron rail on lines owned, leased or operated, . .	10.28	6.27

Weight of rail per yard, { Steel, 60 and 62 lbs.
 { Iron, 54 and 64 lbs.

TELEGRAPH LINES.

Length of lines in miles, 39.83; in Pennsylvania, 28.97
Number of miles of wire, 79.66; in Pennsylvania, 57.94

CHARACTERISTICS OF ROAD—CONTINUED.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . .	28
Wooden bridges, number of, 10; aggregate length,	822 feet.
Stone bridges, number of, 14; aggregate length,	655 feet.
Iron bridges, number of, 4; aggregate length,	143 feet.
Total length of bridges and trestles,	<u>1,620 feet.</u>

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth :
Reading and Columbia Railroad, at Columbia, Pa.

Number of crossings of highways at grade, in this Commonwealth, .	31
Number of crossings of highways under railroad,	1
Number of grade crossings at which gates or flagmen are maintained, .	1
Number of grade crossings at which there are neither gates nor flagmen,	<u>30</u>

Statement of regulations governing employ  s in regard to these crossings : Flagmen and gatemen at the approach of trains must give timely warning to all persons approaching crossings, and whistles should be sounded one-fourth mile from crossing, and bell rung until crossing is passed.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line : Passenger, 9; freight, 8,	9	6
Number of fuel and water stations on main line,	3	2

Material of foundation upon which track is laid : White oak cross-ties, stone and gravel ballast.

EQUIPMENT.

The Pennsylvania Railroad Company operates this railroad as agent of the Columbia and Port Deposit Railroad Company, and furnishes all equipment. The said Pennsylvania Railroad Company will, therefore, return all details thereof, and furnish information relative to the operation of the line.

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Extension or alteration of road,	\$2,386 52
Proportion for Pennsylvania,	<u>2,386 52</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$2,036,181 74
Individuals and companies,	57,893 18
Cash,	16 48
Profit and loss,	1,343,616 60
Total,	<u>\$3,437,708 00</u>

LIABILITIES.

Capital stock,	\$497,100 00
Funded debt,	1,882,000 00
Unfunded debt,	488 00
Unpaid coupons,	1,058,120 00
Total,	<u>\$3,437,708 00</u>

THE CONNECTING RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. N. DuBarry,	President,	Philadelphia.
Albert Hewson,	Secretary.	Philadelphia,
Taber Ashton,	Treasurer,	Philadelphia,

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Alexander Biddle, . . .	Philadelphia.	G. B. Roberts,	Philadelphia.
John P. Green,	Philadelphia.	N. Parker Shortridge. .	Wynnewood, Pa.
Wistar Morris,	Philadelphia.	Henry D. Welsh,	Philadelphia.

Date of annual meeting for election of directors, second Tuesday in June.

GENERAL INFORMATION.

Name of road : The Connecting Railway Company.
By whom operated : Pennsylvania Railroad Company.
By what authority : Lease for 999 years from January 1, 1868, to the Philadelphia and Trenton Railroad Company, which is itself leased to the Pennsylvania Railroad Company.
The general offices of the company are located at 233 South Fourth street Philadelphia.
For information concerning this report, address T. Ashton, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Connecting Railway Company, incorporated April 1, 1863.

CAPITAL STOCK.

Amount authorized by law,	\$1,900,000 00
Amount authorized by votes of company,	1,278,300 00
Amount subscribed,	1,278,300 00
Amount now paid in, common,	1,278,300 00
Number shares issued,	25,566
Amount paid on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Series A, 1st mortgage bonds (due September 15, 1900; bear interest at 6 per cent, which is payable March 15 and September 15), amount,	\$193,000 00
Series B, 1st mortgage bonds (due September 15, 1901; bear interest at 6 per cent., which is payable March 15, and September 15), amount,	199,000 00

DEBT—CONTINUED.

Series C, 1st mortgage bonds (due September 15, 1902; bear interest at 6 per cent., which is payable March 15 and September 15), amount,	200,000 00
Series D, 1st mortgage bonds (due September 15, 1903; bear interest at 6 per cent., which is payable March 15 and September 15), amount,	199,000 00
Series E, 1st mortgage bonds (due September 15, 1904; bear interest at 6 per cent., which is payable March 15 and September 15), amount,	200,000 00
Total amount of funded debt,	\$991,000 00

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$715,960 84	
Total amount of unfunded debt,		\$715,960 84
Total amount of funded and unfunded debt,		\$1,706,960 84
Funded debt as per last report,	\$991,000 00	
Unfunded debt as per last report,	678,359 51	
Total cash realized from capital stock and debt.		\$2,985,260 84

COST.

Cost of road owned to December 31, 1887,	\$2,947,659 51
Cost of additions for the year ending December 31, 1888,	37,601 33
Total cost of roads owned to date,	\$2,985,260 84

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Frankford Junction to Mantua,	6.75	6.75
Length of second main track,	6.75	6.75
Length of third main track,	5.86	5.86
SUMMARY.		
Length of main line,	6.75	6.75
Total length of all roads owned, leased and operated,	6.75	6.75
Length of second track,	6.75	6.75
Length of sidings and other tracks not above enumerated,	25.27	25.27
Length of all tracks,	38.77	38.77

GAUGE.

Gauge of lines,	4 ft. 9 in.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	36.96	36.96
Miles of track laid with iron rail on lines owned, leased or operated, .	1.81	1.81

Weight of rail per yard, { Steel,	56 to 85 lbs.
{ Iron,	50 to 67 lbs.

CHARACTERISTICS OF ROAD—CONTINUED.

TELEGRAPH LINES.

Length of lines in miles, 6.75; in Pennsylvania,	6.75
Number of miles of wire, 80.86; in Pennsylvania,	80.86

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	14
Stone bridges, number of, 7; aggregate length,	1,053 feet
Iron bridges, number of, 7; aggregate length,	817 feet
Total length of bridges and trestles,	1,870 feet

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth :
North Penn Railroad at North Penn Junction.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth : Richmond Branch Philadelphia and Reading Railroad, between Germantown Junction and North Penn Junction (under). Germantown and Norristown Railroad, at Germantown Junction (under). Philadelphia and Reading Railroad, near Schuylkill river bridge (under). Junction Railroad, at Mantua.

Number of crossings of highways at grade, in this Commonwealth, .	10
Number of crossings of highways over railroad,	6
Number of crossings of highways under railroad,	9
Numbr of grade crossings at which gates or flagmen are maintained,	7
Number of grade crossings at which there are neither gates nor flagmen,	3

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 5; freight, 3,	7	7
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	3	3

Material of foundation upon which track is laid: White oak cross-ties and stone ballast.

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Extension or alteration of road, land or land damages,	\$37,601 33
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STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: June 30, 1888, 3 per cent.; December 30, 1888, 3 per cent.

Paid in dividends, cash,	\$76,698 00
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CORNING, COWANESQUE AND ANTRIM RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
George J. Magee,	President,	Watkins, N. Y.
Daniel Beach,	Vice President,	Watkins, N. Y.
L. B. Robinson,	Secretary,	Corning, N. Y.
Daniel Beach,	Treasurer,	Watkins, N. Y.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
George J. Magee,	Watkins, N. Y.	Daniel C. Howell,	Bath, N. Y.
Daniel Beach,	Watkins, N. Y.	Alfred L. Edwards,	New York city.
John Lang,	Watkins, N. Y.	Henry Sherwood,	Wellsboro', Pa.
John Magee,	Watkins, N. Y.		

Date of annual meeting for election of directors, second Wednesday of November.

GENERAL INFORMATION.

Name of road : Corning, Cowanesque and Antrim Railway.

By whom operated : Fall Brook Coal Company.

By what authority : Lease.

With what other companies consolidated : Formed by consolidation of the Blossburg and Corning with Wellsboro' and Lawrenceville Railroads, and the purchase of the Cowanesque Valley Road.

Date of consolidation : January 2, 1873.

The general offices of the company are located at Corning, N. Y.

For information concerning this report, address Daniel Beach, Vice President and Treasurer, Corning, N. Y.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The first charter under which the Corning, Cowanesque and Antrim Railway Company holds its franchises was granted by chapter 191 of the laws of New York, passed April 9, 1828, to the Tioga Coal, Iron, Mining and Manufacturing Company, with power to improve and navigate the Tioga or south branch of the Chemung river. The charter was amended in 1833 so as to authorize that company to construct a railroad from Lawrenceville, at the Pennsylvania State line, along the river to Corning, N. Y. The road was soon after constructed with a flat or strap rail. In the year 1851 the name of the company was changed, by an act of the Legislature, to that of the Corning and Blossburg Railroad Company. About the year 1852 the track was relaid with the T rail. The road was afterward sold at sheriff's sale and the company reorganized March 19, 1854, under the general railroad law of New York as the Blossburg and Corning Railroad Company. January 2, 1873, the line of the last named company was consolidated with the line of the Wellsboro' and Lawrenceville Railroad Company, forming, with other lines purchased and constructed in Pennsylvania, the present Corning, Cowanesque and Antrim Railway, and which is now under lease to and operated by the Fall Brook Coal Company.

CAPITAL STOCK.

Amount authorized by law,	\$2,000,000 00
Amount authorized by votes of company,	2,000,000 00
Amount subscribed, including purchase of C. V. branch,	2,000,000 00
Amount now paid in: Common, \$1,500,000.00; special or preferred, \$500,000.00; total,	2,000,000 00
Number of shares issued,	4,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Debenture bonds (due May 1, 1898; bear interest at 6 per cent., which is payable May 1 and November 1), amount,	\$1,250,000 00
Total amount of funded debt,	1,250,000 00

UNFUNDED DEBT.

Total amount of funded and unfunded debt,	\$1,250,000 00
Funded debt as per last report,	1,250,000 00

COST.

Cost of roads owned to December 31, 1887,	\$3,250,000 00
Average of same per mile of road laid,	38,235 20
Proportion of same for Pennsylvania (cost less in Pennsylvania than in New York),	30,714 28

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Corning, N. Y., to Antrim, Pa.,	53	37.36
Length of single main track,	53	37.36
BRANCHES.		
Cowanesque Valley branch, from Lawrenceville to Harrison Valley,	31.94	31.94
Length of road,	31.94	31.94
Length of single track,	31.94	31.94
SUMMARY.		
Length of main line,	53	37.36
Length of branches owned by the company,	31.94	31.94
Total length of all roads owned,	84.94	84.94
Length of sidings and other tracks not above enumerated,	39.67	22.82
Length of all tracks,	124.61	92.12
TRACK.		
Miles of track laid with steel rails on lines owned, leased or operated,	116.17	83.68
Miles of track laid with iron rails on lines owned, leased or operated,	8.44	8.44

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	158
Wooden bridges, number of, 103; aggregate length,	2,405 feet.
Iron bridges, number of, 4; aggregate length,	1,931½ feet.
Wooden trestles, number of, 14; aggregate length,	1,163 feet.
Total length of bridges and trestles,	5,501½ feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth
Addison and Northern Pennsylvania Railroad, at Cowanesque (Cowanesque Valley
branch).

CHARACTERISTICS OF ROAD—CONTINUED.

Number of crossings of highways at grade, in this Commonwealth,	110
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	1

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	12	8
Number of stations on branches, passenger and freight,	10	10
Number of engine houses and shops owned by the company,	3	2
Number of fuel and water stations on main line and branches,	13	10

GENERAL BALANCE SHEET, 1888.

ASSETS.

Corning, Cowanesque and Antrim Railway,	\$3,250,000 00
Real estate special,	18,086 70
	<u>\$3,268,086 70</u>

LIABILITIES.

Capital stock,	\$2,000,000 00
Debenture bonds,	1,250,000 00
Fall Brook Coal Company,	5,591 69
Profit and loss,	12,495 01
	<u>\$3,268,086 70</u>

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: 6 per cent. and 12 per cent., equal to $1\frac{1}{2}$ per cent. and 3 per cent. quarterly; March 31, June 30, September 30 and December 31.

Paid in dividends, cash,	<u>\$150,000 00</u>
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CORNING, COWANESQUE AND ANTRIM RAILWAY—FALL BROOK COAL COMPANY, LESSEE AND OPERATOR.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
George J. Magee,	President,	Corning, N. Y.
John Lang,	First Vice President and Treasurer, . .	Corning, N. Y.
Daniel Beach,	Second Vice President and Counsel, . .	Corning, N. Y.
John H. Lang,	Secretary and Assistant Treasurer, . .	Corning, N. Y.
W. Nicholson,	Auditor,	Corning, N. Y.
Anton Hardt,	Chief Engineer,	Corning, N. Y.
G. R. Brown,	General Superintendent,	Corning, N. Y.
R. H. Canfield,	Assistant Superintendent,	Corning, N. Y.
E. F. Kershner,	Traffic Manager,	Corning, N. Y.
W. H. Northrop,	Passenger Agent,	Corning, N. Y.
J. D. Lawton,	Local Freight Agent,	Corning, N. Y.
J. B. Terbell,	Car Accountant,	Corning, N. Y.

DIRECTORS.

Reported by Corning, Cowanesque and Antrim Railway Company.

GENERAL INFORMATION.

Name of road : Corning, Cowanesque and Antrim Railway.

By whom operated : Fall Brook Coal Company.

By what authority : Lease.

The general offices of the Fall Brook Coal Company are located at Corning, N. Y.

For information concerning this report, address John Lang, First Vice President and Treasurer, Corning, N. Y.

How are the passenger cars on your road heated, lighted and ventilated? Martin anti-fire system (steam); head-light oil lamps; ventilating windows and screens in roof.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Corning, N. Y., to Antrim, Pa.,	53.00	37.36
Length of single main track,	53.00	37.36
BRANCHES.		
Cowanesque branch, from Lawrenceville, Pa., to Harrison Valley, Pa., length of single track,	31.94	31.94
Fall Brook branch, from Blossburg, Pa., to Fall Brook, Pa., length of single track,	7.20	7.20
SUMMARY.		
Length of main line,	53.00	36.36
Length of branches owned by the company,	7.20	7.20
Length of leased roads,	31.94	31.94
Total length of all roads owned, leased and operated,	92.14	76.50
Length of sidings and other tracks not above enumerated,	39.67	22.82
Length of all tracks,	131.81	99.32
TRACK.		
Miles of track laid with steel rail on lines owned, leased or operated,	116.17	83.68
Miles of track laid with iron rail on lines owned, leased or operated,	15.64	15.64

CHARACTERISTICS OF ROAD—CONTINUED.

Weight of rail per yard,	{ Steel,	60 and 76 lbs.
	{ Iron,	60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 53 ; in Pennsylvania,	38
Number of miles of wire, 106 ; in Pennsylvania,	76

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	158
Wooden bridges, number of, 103 ; aggregate length,	2,405 feet.
Iron bridges, number of, 41 ; aggregate length,	1,931½ feet.
Wooden trestles, number of, 14 ; aggregate length,	1,165 feet.
Total length of bridges and trestles,	5,501½ feet.

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth : Addison and Pennsylvania Railroad, at Cowanesque, Pa.	
Number of crossings of highways, at grade, in this Commonwealth,	110
Number of crossings of highways over railroad,	1
Number of crossings at which gates or flagmen are maintained, . .	1

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	12	8
Number of stations on branches, passenger and freight, . . . . .	.....	10
Number of engine houses and shops owned by the company,	3	2
Number of fuel and water stations on main line,	13	10
Number of fuel and water stations on branches,	2	2

Material of foundation upon which track is laid : Gravel.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	60	\$10,800 00
Passenger cars, first-class,	16	.....
Passenger cars, second-class,	8	.....
Total passenger cars,	24	\$4,300 00
Baggage, mail and express cars,	8	4,000 00
Freight cars, 8-wheel,	1,740	\$495 00
Freight cars, 4-wheel,	500	250 00
Total freight cars,	2,240	..
Cars, roadway department, 8-wheel,	5	\$750 00
Cars, roadway department, 4-wheel,	37	600 00
Hand cars and hand trucks and gravel cars,	168	138 00

NOTE.—This equipment furnished by other parties, and used in operating the road, in connection with Syracuse, Geneva and Corning Railway, and the Pine Creek Railway.

Train brake in use : Westinghouse automatic air brakes on passenger trains, common hand brake on freight trains.	
Average number of cars in passenger trains, including mail, express and baggage cars,	3
Average number of cars in freight trains,	50
Average weight of passenger trains, including locomotive and tender, in working order, in tons, about	150
Average weight of freight trains, including locomotive and tender, in working order, in tons, about	1,500

CHARACTERISTICS OF ROAD—CONTINUED.

EMPLOYES.

Average number of persons regularly employed by company, including officials,	447
Same in Pennsylvania,	172

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	112,157
Number of miles run by freight and coal trains,	341,214
Total number of miles run,	453,371
Number of passengers carried one mile in Pennsylvania,	1,617,731
Number of tons of 2,000 pounds of through freight for the year on main road,	2,521,751
Number of tons of 2,000 pounds of local freight for the year,	168,066
Number of tons of freight carried one mile,	86,209,319
Number of tons of freight carried one mile in Pennsylvania,	47,959,313
Gross amount of tonnage for the year (2,000 pounds per ton),	2,689,817
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	18
Average rate of speed adopted by express trains, including stops (miles per hour),	28
Average rate of speed adopted by freight trains, including stops (miles per hour),	15

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	672,658	Agricultural products,	189,994
Bituminous coal and coke,	1,235,527	Merchandise and manufactures,	230,693
Petroleum and other oils,	1,246	Live stock,	3,566
Pig iron,	1,721	Lumber,	179,310
Railroad iron,	5,607	Other articles,	16,641
Other iron or castings,	14,784		
Iron and other ores,	117,317	Total,	2,689,817
Stone and lime,	20,753		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, for through coal, for local freight and for local coal, per ton per mile,006995
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EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888, . .	1,489	39,785	.....	9,726	105,770	.....	11,215	145,555	\$4,147 81
February, 1888, .	725	21,271	.....	10,943	120,841	.....	11,668	142,112	4,817 77
March, 1888, . .	1,111	29,528	.....	12,513	133,537	.....	13,624	163,065	5,210 30
April, 1888, . . .	1,080	24,801	.....	12,535	180,471	.....	13,615	205,272	5,667 78
May, 1888, . . .	1,182	32,186	.....	10,695	126,875	.....	11,877	159,061	4,592 94
June, 1888, . . .	1,469	28,700	.....	10,923	142,096	.....	12,392	170,796	5,018 91
July, 1888, . . .	1,665	46,537	.....	14,661	204,625	.....	16,326	251,162	6,937 02
August, 1888, . .	2,112	76,048	.....	14,375	168,537	.....	23,487	214,585	6,537 30
September, 1888, .	1,667	44,273	.....	14,129	184,472	.....	15,796	228,745	6,271 60
October, 1888, . .	1,413	34,666	.....	15,958	175,823	.....	17,371	210,189	6,633 22
November, 1888, .	4,540	42,191	.....	16,945	200,382	.....	21,485	212,573	6,007 43
December, 1888, .	1,051	29,950	.....	12,196	137,004	.....	13,247	166,954	5,026 45
Total,	19,504	449,936	.....	162,599	1,880,133	.....	182,103	2,330,069	\$67,168 53

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers, 3 cents; for first-class passengers, mileage books, 2 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888, . .	146,281	4,665,975	.....	14,290	525,139	.....	160,571	5,191,114	\$41,088 53
February, 1888, .	150,191	4,986,913	.....	11,667	298,397	.....	161,858	5,285,310	42,280 42
March, 1888, . .	187,906	4,803,446	.....	13,512	285,852	.....	201,418	5,089,298	48,226 21
April, 1888, . . .	197,528	6,770,847	.....	10,409	245,873	.....	207,937	7,016,720	47,959 28
May, 1888, . . .	211,583	7,030,849	.....	12,064	282,131	.....	223,647	7,312,980	49,652 86
June, 1888, . . .	218,166	7,363,186	.....	14,609	296,524	.....	232,775	7,659,710	50,196 33
July, 1888, . . .	197,787	6,925,372	.....	28,173	463,588	.....	225,960	7,388,960	48,106 37
August, 1888, . .	206,905	6,910,890	.....	15,743	265,701	.....	222,648	7,176,591	50,356 71
September, 1888, .	228,852	7,710,474	.....	13,221	247,915	.....	242,073	7,958,389	49,776 13
October, 1888, . .	277,273	8,842,336	.....	9,515	269,001	.....	286,788	9,051,337	62,225 23
November, 1888, .	259,404	8,611,220	.....	10,230	241,308	.....	269,634	8,852,528	58,367 15
December, 1888, .	239,875	7,935,307	.....	14,633	291,075	.....	254,508	8,226,382	54,843 42
Total,	2,521,751	82,556,815	.....	168,066	3,652,504	.....	2,689,817	86,209,319	\$603,078 64

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888,		\$268 10	\$62 99	\$331 09
February, 1888,	\$1,673 00	153 91	83 72	1,910 63
March, 1888,		175 01	81 42	256 43
April, 1888,		241 63	85 39	327 02
May, 1888,	1,816 25	254 25	83 96	2,154 46
June, 1888,		363 63	64 24	427 87
July, 1888,		346 83	113 18	460 01
August, 1888,	1,747 25	285 78	82 14	2,115 17
September, 1888,		305 94	68 28	374 22
October, 1888,		320 88	139 01	459 89
November, 1888,		289 70	70 48	360 18
December, 1888,	1,747 25	267 11	65 38	2,079 74
Total,	\$6,983 75	\$3,272 77	\$1,000 19	\$11,256 71

RECAPITULATION.

Total passenger earnings for the year,	\$67,168 53
Total freight earnings for the year,	603,078 64
Total earnings from all other sources,	11,256 71
Total earnings for the year,	\$681,503 88
Total receipts from all sources on whole length of line,	\$681,503 88
Proportion of earnings in Pennsylvania to earnings of whole line, $\frac{36}{100}$,	562,981 46

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Agents and clerks,	\$27,583 79
Baggage masters (train),	1,164 99
Brakemen,	36,417 22
Conductors,	8,423 78
Heating stations,	1,381 67
Labor at stations,	2,687 16
Legal expenses,	3,045 62
Lighting stations,	397 20
Loss and damage,	1,011 64
Stationery and printing,	3,260 19
Stations, repairs of,	1,743 64
Superintendents,	3,500 00
Taxes, State,	6,873 94
Telegraph expenses and operators,	4,941 94
Watchmen,	1,670 25
Total,	\$104,103 03

MOTIVE POWER.

Locomotives used in operating the road furnished by other parties ; amount paid them for same, including engineers, firemen, repairs, fuel and all expenses,	\$137,508 82
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MAINTENANCE OF WAY.

Bridges, repairs of,	\$1,811 58
New iron bridges,	4,135 15
Cross-ties,	17,954 50
Expenses on property,	5,590 75

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

Rails, steel, and fastenings,	\$69,796 17
Road-bed and tracks, repairs of, labor and material,	53,906 38
Superintendents and supervisors,	4,652 05
Switches, new and extended,	4,119 34
Total,	<u>\$161,965 92</u>

MAINTENANCE OF CARS.

All cars used in operating the road furnished by other parties ; amount paid them for service of same, including all repairs and ex- penses,	<u>\$100,290 24</u>
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GENERAL EXPENSES.

Fuel and light,	\$1,878 24
Incidentals and legal expenses,	1,556 97
Salaries of president and other officers,	12,000 00
Stationery and blanks,	800 00
Taxes on real estate,	4,563 55
Total,	<u>\$20,798 76</u>

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$67,168 53
Freight transportation, local and through,	603,078 64
Mail service, \$6,983.75 ; express service, \$3,272.77 ; total,	10,256 52
Miscellaneous,	1,000 19
Total,	<u>\$681,503 88</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$104,103 03
Motive power,	137,508 82
Maintenance of way,	161,965 92
Maintenance of cars,	100,290 24
General expenses,	20,798 76
Total operating expenses,	<u>\$524,666 77</u>
Rental paid Corning, Cowanesque and Antrim Railway Company during the year,	150,000 00
Total expenditures during the year,	<u>\$674,666 77</u>
Operating expenses, 76.97 per cent. of earnings.	
Earnings per mile of road operated,	\$7,407 65
Expenses per mile of road operated (92),	7,333 33
Net earnings,	<u>\$74 32</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : American Express Company ; pay first-class rates ; railroad company furnish cars and keep same in repair.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road : Red, White, Blue, Nickel Plate, Merchants' Despatch, Inter-State Despatch.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular ? Their cars ; at regular mileage ; no preference given.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise ? No.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road ? No.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service : Amount fixed by Post-office Department, main line, \$5,276.46 per annum ; amount fixed by Post-office Department, C. V. branch, \$1,385.95 ; amount fixed by Post-office Department, Fall Brook branch, \$326.61 per annum.

ACCIDENTS TO PERSONS.

FROM CAUSES BEYOND THEIR OWN CONTROL.

Employés killed,	5
Employés injured,	36

See report of the Corning, Cowanesque and Antrim Railway Company.

CORNWALL RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Wm. C. Freeman,	President,	Cornwall, Pa.
J. P. Jackson,	Secretary,	Cornwall, Pa.
D. S. Hammond,	Treasurer,	Lebanon, Pa.
Howard C. Shirk,	General Solicitor,	Lebanon, Pa.
S. S. Neff,	General Superintendent,	Lebanon, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Wm. C. Freeman,	Cornwall, Pa.	J. P. Jackson,	Cornwall, Pa.
R. Percy Alden,	Cornwall, Pa.	D. S. Hammond,	Lebanon, Pa.
E. C. Freeman,	Cornwall, Pa.		

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : Cornwall Railroad.

By whom operated : Cornwall Railroad Company.

By what authority : By act of incorporation and general railroad laws of Pennsylvania.

With what other companies consolidated : Cornwall and Mt. Hope Railroad.

Date of consolidation : October 31, 1886.

The general offices of the company are located at Lebanon, Pa.

For information concerning this report, address D. S. Hammond, Treasurer, Lebanon, Pa.

How are the passenger cars on your road heated, lighted and ventilated? Car stoves; kerosene lamps.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Cornwall Railroad. Chartered May 25, 1850. Road opened January, 1854.

CAPITAL STOCK.

Amount authorized by law,	\$400,000 00
Amount authorized by votes of company,	400,000 00
Amount now paid in, common,	400,000 00
Number of shares issued	4,000
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$90,000 00
Total amount of unfunded debt,	90,000 00
Total amount of funded and unfunded debt,	90,000 00
Unfunded debt as per last report,	70,808 28
Total cash realized from capital stock and debt,	490,000 00

COST.

Cost of roads owned to December 31, 1887,	\$687,503 26
Cost of additions for the year ending December 31, 1888,	-5,411,01
Total cost of roads owned to date,	\$692,914 27
Average of same per mile of road laid,	\$24,035 48
Average of same per mile of single track,	24,035 48
Cost of equipment owned to December 31, 1887,	\$160,467 95
Cost of equipment additions for the year ending December 31, 1888,	26,240 40
Total cost of equipment owned,	\$186,708 35
Average cost of equipment per mile of road owned by the company,	\$6,467 21
Average cost of equipment per mile of road operated by the company,	6,467 21
Cost of road and equipment per mile (of road owned by company),	30,502 69
Total cost of roads and equipment,	879,623 62

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Lebanon to Mt. Hope,	12.67 miles
Length of single main track,	12.67 miles
Length of second main track,	3.00 miles

SUMMARY.

Length of main line,	12.67 miles
Total length of all roads owned leased and operated,	12.67 miles
Length of second track,	3.00 miles
Length of sidings and other tracks not above enumerated,	13.02 miles
Length of all tracks,	28.87 miles

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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TRACK.

Miles of track laid with steel rail on lines owned, leased or operated,	21.20
Miles of track laid with iron rail on lines owned, leased or operated,	7.67
Weight of rail per yard, { Steel,	60 lbs.
Iron,	56 lbs.

TELEGRAPH LINES.

Length of lines in miles, 14; in Pennsylvania,	14
Number of miles of wire, 14; in Pennsylvania,	14

CHARACTERISTICS OF ROAD—CONTINUED.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . .	25
Wooden bridges, number of, 4; aggregate length,	106 feet
Stone bridges, number of, 8; aggregate length,	76 feet
Iron bridges, number of, 13; aggregate length,	336 feet
Total length of bridges and trestles,	518 feet

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth: Philadelphia and Reading Railroad, at Lebanon, Pa.; Cornwall and Lebanon Railroad, at Lebanon Pa.; Cornwall and Lebanon Railroad, at Cornwall, Pa.; Cornwall Ore Bank Company Railroad, at Cornwall, Pa.; Cornwall and Lebanon Railroad, at Cornwall, Pa.

Number of crossings of highways at grade, in this Commonwealth, .	12
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	5
Number of crossings at which gates or flagmen are maintained, . . .	6
Number of crossings at which there are neither gates nor flagmen, .	6

Statement of regulations governing employes in regard to these crossings: Engineers must sound whistle at least one-quarter of a mile from stations and also on approaching road crossings at points designated by whistling boards. The bell must be rung going through towns and passing road crossings.

STATIONS.

Number of stations on main line, passenger, 6; freight, 4,	10
Number of engine houses and shops owned by the company,	1
Number of fuel and water stations on main line,	4
Value of real estate held by the company, exclusive of roadway, . .	\$44,319 10

Material of foundation upon which track is laid: Broken limestone and furnace cinder.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	9	\$9,337 00
Passenger cars, first class,	7	4,000 00
Passenger cars, second class,	2	3,000 00
Total passenger cars,	9	
Freight cars, 4-wheel,	57	
Cars, roadway department, 8-wheel,	2	
Cars, roadway department, 4-wheel,	9	
Hand cars and hand trucks,	6	

Train brake in use: American lever, Eams vacuum and Westinghouse air brake.	
Average number of cars in passenger trains, including mail, express and baggage cars,	2
Average number of cars in freight trains,	50
Average weight of passenger trains, including locomotive and tender, in working order in tons,	83
Average weight of freight trains, including locomotive and tender, in working order, in tons,	650

EMPLOYES.

Average number of persons regularly employed by the company, including officials,	125
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DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	43,220
Number of miles run by freight and coal trains,	22,424
Total number of miles run,	65,644
Number of passengers carried one mile in Pennsylvania,	716,636
Number of tons of 2,240 pounds of through and local freight for the year on main road,	967,364
Number of tons of freight carried one mile,	6,771,548
Gross amount of tonnage for the year (2,240 pounds per ton),	967,364
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	30
Average rate of speed adopted by express trains, including stops (miles per hour),	30
Average rate of speed adopted by freight trains, including stops (miles per hour),	15

TOTAL AMOUNT OF FREIGHT IN TONS OF 2,000 POUNDS.

Anthracite coal and coke,	264,659	Other articles,	29,978
Pig iron,	222,502		
Iron and other ores,	400,337	Total,	967,363
Stone and lime,	49,887		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal, per ton per mile,	2 to 3 cents
For local freight and coal, per ton per mile,	3 to 4 cents

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

Through passengers, 22,946; miles, 274,152; amount,	\$6,151 71
Local passengers, 110,621; miles, 442,484; amount,	11,644 74
Total passengers, 133,467; miles 716,636; amount,	\$17,796 45

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

First-class through and way passengers,	2 to 3 cents
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FROM TRANSPORTATION OF FREIGHT.

Total tons (2,240 pounds), 967,364; miles, 6,771,548; amount,	\$96,281 79
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FROM ALL OTHER SOURCES.

Mails,	\$267 16
Express,	228 84
Miscellaneous,	484 28
Total,	\$980 28

RECAPITULATION.

Total passenger earnings for the year,	\$17,796 45
Total freight earnings for the year,	96,281 79
Total earnings from all other sources,	980 28
Total earnings for the year,	\$115,058 52
Total receipts from all sources on whole length of line,	\$115,058 52

**EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.**

Extension or alteration of road,	\$5,411 01
New locomotives, number, 1,	10,700 80
New passenger cars, number, 3,	12,029 70
New baggage, mail and express cars, number, 1,	3,509 90
Total,	<u>\$31,651 41</u>

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting transportation,	\$25,347 09
Motive power,	40,774 18
Maintenance of way,	19,866 87
Maintenance of cars,	2,233 06
General expenses,	<u>11,333 43</u>

EARNINGS—SUMMARY.

Passenger transportation, local, \$11,644.74; through, \$6,151.71; total, .	\$17,796 45
Freight transportation, local and through,	96,281 79
Mail service, \$267.16; express service, \$228.84; total,	496 00
Miscellaneous,	484 28
Total,	<u>\$115,058 52</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$25,347 09
Motive power,	40,774 18
Maintenance of way,	19,866 87
Maintenance of cars,	2,233 06
General expenses,	<u>11,333 43</u>
Total operating expenses,	\$99,554 63
Expenditures charged to cost of road, real estate and equipment during the year,	<u>31,651 41</u>
Total expenditures during the year,	<u>\$131,206 04</u>

Operating expenses, 86½ per cent. of earnings.

Earnings per mile of road operated,	\$3,985 40
Expenses per mile of road operated,	3,448 38
Net earnings,	<u>15,503 89</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Equipment,	\$186,708 35
Real estate,	44,319 10
Construction,	648,595 17
Cash,	8,646 11
Miscellaneous,	3,639 88
	<u>\$891,908 61</u>

LIABILITIES,

Capital stock,	\$400,000 00
Miscellaneous account,	90,000 00
Gain and loss,	401,908 61
	<u>\$891,908 61</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of traek, machinery, repairs of cars, etc : Adams Express Company. This company receives 10 cents per 100 weight for through and 20 cents per 100 weight for local express matter transported over its line.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: This company receives an annual compensation of \$267.16 for transporting mail between Lebanon and Cornwall, Pa.

ACCIDENTS TO PERSONS.

FROM CAUSES BEYOND THEIR OWN CONTROL.

Employés, injured,	<u>2</u>
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CORNWALL AND LEBANON RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Robert H. Coleman,	President,	Cornwall, Pa.
George D. Rise,	Secretary,	Lebanon, Pa.
Allen D. Hoffer,	Treasurer,	Lebanon, Pa.
Grant Weidman,	General Solicitor,	Lebanon, Pa.
T. R. Crowell,	Chief Engineer,	Lebanon, Pa.
Ned Irish,	General Superintendent, . .	Lebanon, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Grant Weidman,	Lebanon, Pa.	A. Hess,	Lebanon, Pa.
John Meily,	Lebanon, Pa.	George D. Rise,	Lebanon, Pa.
C. Shenk,	Lebanon, Pa.	Charles W. Few,	Lebanon, Pa.
J. H. Redsecker,	Lebanon, Pa.		

GENERAL INFORMATION.

Name of road : Cornwall and Lebanon Railroad Company.

By whom operated : Cornwall and Lebanon Railroad Company.

With what other companies consolidated : Colebrook Valley Railroad Company.

Date of consolidation : May 24, 1886.

The general offices of the company are located at Lebanon, Pa.

For information concerning this report, address Allen D. Hoffer, Treasurer, Lebanon, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter of the Cornwall and Lebanon Railroad Company, February 23, 1882.

CAPITAL STOCK.

Amount authorized by law,	\$600,000 00
Amount authorized by votes of company,	600,000 00
Amount subscribed,	600,000 00
Amount now paid in,	600,000 00
Number of shares issued,	6,000
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due July 1, 1902 ; bear interest at 5 per cent, which is payable January 1 and July 1), amount,	\$150,000 00
First mortgage bonds (due April 1, 1916 ; bear interest at 5 per cent, which is payable April 1 and October 1), amount,	400,000 00
Total amount of funded debt,	\$550,000 00

DEBT—CONTINUED.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$128,618 58	
Total amount of unfunded debt,		\$128,618 58
Total amount of funded and unfunded debt,		\$678,618 58
Funded debt as per last report,	\$550,000 00	
Unfunded debt as per last report,	147,638 46	
Total cash realized from capital stock and debt,		\$1,278,618 58

COST.

Cost of roads owned to December 31, 1887,	\$1,087,589 35	
Cost of additions for the year ending December 31, 1888,	23,105 81	
Total cost of roads owned to date,		\$1,110,695 16
Average of same per mile of road laid,	\$46,648 26	
Average of same per mile of single track,	26,195 64	
Total cost of equipment owned,	143,871 98	
Average cost of equipment per mile of road owned by the company,	6,042 50	
Cost of road and equipment per mile (of road owned by the company),	52,690 76	
Total cost of roads and equipment,		1,254,567 14

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Conewago to Lebanon,	21.6 miles.
Length of single main track,	21.6 miles.
Length of second main track,	11.8 miles.

BRANCHES.

Ore Bank branch, from Cornwall to ore banks,	{ Length of road,	1.2 miles.
	{ Length of single track, . . . . .	.5 miles.
	{ Length of double track, . . . . .	.7 miles.
North Lebanon branch, from Lebanon to North Lebanon,	{ Length of road, . . . . .	.3 miles.
	{ Length of single track, . . . . .	.3 miles.

SUMMARY.

Length of main line,	21.6 miles.
Length of branches owned by the company,	1.5 miles.
Total length of all roads owned leased and operated,	23.1 miles.
Length of second track,	12.5 miles.
Length of sidings and other tracks not above enumerated,	6.8 miles.
Length of all tracks,	42.4 miles.

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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TRACK.

Miles of track laid with steel rail on lines owned leased or operated,	42.4
Weight of rail per yard, steel,	70 and 85 lbs.

TELEGRAPH LINES.

Length of lines in miles,	22
Number of miles of wire,	38

CHARACTERISTICS OF ROAD—CONTINUED.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . .	30
Wooden bridges, number of, 3; aggregate length,	201 feet.
Stone bridges, number of, 1; length,	35 feet.
Iron bridges, number of, 23; aggregate length,	335 feet.
Wooden trestles, number of, 3; aggregate length,	308 feet.
Total length of bridges and trestles,	879 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth :
Cornwall Railroad, at Cornwall ; Cornwall Railroad, at Lebanon.

Railroads crossing lines owned by the company either over or under grade in this Commonwealth : Philadelphia and Reading Railroad, at Lebanon.

Number of crossings of highways, at grade, in this Commonwealth,	22
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	7
Number of crossings at which gates or flagmen are maintained,	6
Number of crossings at which there are neither gates nor flagmen,	16

STATIONS.

Number of stations on main line, passenger and freight,	15
Number of engine houses and shops owned by the company,	1
Number of fuel and water stations on main line,	3
Value of real estate held by the company, exclusive of roadway,	\$57,000 00

Material of foundation upon which track is laid : Limestone or cinder.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	10	\$9,995 06
Passenger cars, first class,	3	4,300 00
Passenger cars, second class,	7	1,623 69
Total passenger cars,	10	
Baggage, mail and express cars,	1	2,800 00
Freight cars, 8-wheel,	20	375 00
Freight cars, 4-wheel,	2	376 29
Total freight cars,	22	
Cars, roadway department, 4-wheel,	20	265 00
Hand cars and hand trucks,	10	45 00

Average number of cars in passenger trains, including mail, express and baggage cars,	3
Average number of cars in freight trains,	40

EMPLOYES.

Average number of persons regularly employed by company, includ- ing officials,	160
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DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	96,265
Number of miles run by freight and ballast trains,	73,057
Total number of miles run,	169,322

DOINGS OF THE YEAR—CONTINUED.

Number of passengers carried one mile in Pennsylvania,	1,626,228
Number of tons of freight carried one mile,	10,495,238
Gross amount of tonnage for the year (2,000 pounds per ton),	766,949.14

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	46,163.15	Agricultural products,	1,681.16
Bituminous coal and coke,	184,179.16	Merchandise and manufactures,	10,953.16
Buckshot and cinder,	11,225.08	Live stock,	2,627.01
Pig iron,	97,917.09	Lumber,	13,062
Other iron or castings,	13,272.15	Other articles,	6,291.11
Iron and other ores,	356,030.08		
Stone and lime,	23,543.19	Total,	766,949.14

EARNINGS FOR THE YEAR.

From transportation of passengers,	\$30,449 92
From transportation of freight,	188,766 60

FROM ALL OTHER SOURCES.

Mails,	\$906 30
Express,	768 85
Miscellaneous,	367 36
Total,	2,042 51

RECAPITULATION.

Total passenger earnings for the year,	\$30,449 92
Total freight earnings for the year,	188,766 60
Total earnings from all other sources,	2,042 51
Total earnings for the year,	\$221,259 03

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$12,584 86
Land or land damages,	4,318 08
Passenger and freight houses,	2,531 86
Any other expenditures chargeable to this account,	3,671 01
Total,	\$23,105 81

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting transportation,	\$43,002 43
Motive power,	54,988 15
Maintenance of way,	19,910 54
Maintenance of cars,	5,060 29
General expenses,	4,621 22

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$30,449 92
Freight transportation, local and through,	188,766 60
Mail service, \$906.30; express service, \$768.85; total,	1,675 15
Miscellaneous,	367 36
Total,	\$221,259 03

EXPENSES—SUMMARY.

Conducting transportation,	\$43,002 43
Motive power,	54,988 15
Maintenance of way,	19,910 54

EXPENSES—SUMMARY—CONTINUED.

Maintenance of cars,	\$5,060 29
General expenses,	4,621 22
Total operating expenses,	\$127,582 63
Paid interest and taxes,	38,234 31
Expenditures charged to cost of road, real estate and equipment during the year,	23,105 81
Total expenditures during the year,	\$188,922 75
Operating expenses, $57\frac{2}{3}$ per cent. of earnings.	
Earnings per mile of road operated,	\$9,292 70
Expenses per mile of road operated,	5,358 36
Net earnings,	93,676 40

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Cash,	\$10,493 53
Accounts receivable,	9,073 60
Real estate,	57,000 00
Equipment,	143,871 98
Construction,	1,110,695 16
Dividend No. 1,	12,000 00
	\$1,343,134 27
LIABILITIES.	
Capital stock,	\$600,000 00
Bonded indebtedness,	550,000 00
Bills payable,	96,900 75
Accounts payable,	40,791 43
Profit,	55,442 09
	\$1,343,134 27

EXPRESS COMPANIES.

Names of express companies that run on the road : Adams Express Company.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service : \$725.00 per annum.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year : July 1, 1888, 2 per cent. dividend on capital stock. Paid in dividends, cash, \$12,000 00

Surplus at commencement of the year charged to construction.

COUDERSPORT AND PORT ALLEGANY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
F. W. Knox,	President,	Coudersport, Pa.
C. S. Carey,	Vice President,	Olean, N. Y.
A. B. Mann,	Secretary,	Coudersport, Pa.
M. W. Barse,	Treasurer,	Olean, N. Y.
H. A. McClure,	Chief Engineer,	Coudersport, Pa.
B. A. McClure,	General Superintendent,	Coudersport, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
C. S. Carey,	Olean, N. Y.	J. L. Knox,	Coudersport, Pa.
F. H. Root,	Buffalo, N. Y.	A. G. Olmsted,	Coudersport, Pa.
B. D. Hamlin,	Smethport, Pa.	Isaac Benson,	Coudersport, Pa.
F. H. Arnold,	Port Allegany.	W. K. Jones,	Coudersport, Pa.

GENERAL INFORMATION.

Name of road : Coudersport and Port Allegany.

By whom operated : Coudersport and Port Allegany.

By what authority : Charter State of Pennsylvania.

The general offices of the company are located at Coudersport, Pa.

For information concerning this report, address B. A. McClure, General Superintendent, Coudersport, Pa.

How are the passenger cars on your road heated, lighted and ventilated ? Oil in safety lamps ; Spear safety heaters.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized April, 1882.

CAPITAL STOCK.

Amount authorized by law,	\$150,000 00
Amount authorized by votes of company,	15,000 00
Amount subscribed,	150,000 00
Amount now paid in, common,	150,000 00
Number of shares issued,	1,500
Amount paid in on each share,	100 00
Par value of each share,	100 00

COST.

Cost of roads owned to December 31, 1887,	\$118,000 00
Total cost of roads owned to date,	118,000 00
Average of same per mile of road laid,	6,950 00
Cost of equipment owned to December 31, 1887,	45,000 00
Total cost of equipment owned to date,	45,000 00
Average cost of equipment per mile of road owned by the company,	3,000 00
Cost of road and equipment per mile (of road owned by company),	9,600 00
Total cost of roads and equipment,	163,000 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Coudersport to Port Allegany,	17	17
Length of single main track,	17	17
SUMMARY.		
Length of main line,	17	17
Length of sidings and other tracks not above enumerated,	3	3
Length of all tracks,	20	20

GAUGE.	
Gauge of lines,	3 feet.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with iron rail on lines owned, leased or operated, .	20	20
Weight of rail per yard, iron,		35 lbs.

TELEGRAPH LINES.	
Length of lines in miles in Pennsylvania,	17
Number of miles of wire in Pennsylvania,	17

BRIDGES AND TRESTLES.	
Number of bridges and trestles on lines owned by the company, . .	6
Wooden bridges, number of, 4; aggregate length,	320 feet.
Wooden trestles, number of, 2; aggregate length,	210 feet.

Total length of bridges and trestles,	530 feet.
Number of crossings of highways at grade, in this Commonwealth, .	14
Number of crossings at which there are neither gates nor flagmen, .	14

Statement of regulations governing employes in regard to these crossings:
Whistle and bell signals, also sign boards.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight combined, .	8	8
Number of engine houses and shops owned by the company,	2	2
Number of fuel and water stations on main line,	2	2

Material of foundation upon which track is laid: Gravel.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	3	\$6,000 00
Passenger cars, first class,	3	2,500 00
Passenger cars, second class,	1	600 00
Total passenger cars,	4	
Baggage, mail and express cars,	1	\$500 00
Freight cars, 8-wheel,	65	200 00
Hand cars and hand trucks,	4	50 00

CHARACTERISTICS OF ROAD—CONTINUED.

Train brake in use : Hand brake.

Average number of cars in passenger trains, including mail, express and baggage cars,	8
Average number of cars in freight trains,	8
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	150
Average weight of freight trains, including locomotive and tender, in working order, in tons,	150

EMPLOYES.

Average number of persons regularly employed by company, including officials,	28
Same in Pennsylvania,	28

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains,	31,900
Number of passengers carried one mile in Pennsylvania,	286,400
Net cost per mile for each passenger carried : All trains mixed.	
Number of tons of 2,000 pounds of through freight for the year on main road,	12,532
Number of tons of 2,000 pounds of local freight for the year,	47,288
Number of tons of freight carried one mile,	833,127,551
Gross amount of tonnage for the year (2,000 pounds per ton),	59,820
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	17
Average rate of speed adopted by express trains, including stops (miles per hour),	17
Average rate of speed adopted by freight trains, including stops, (miles per hour),	17

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	345	Merchandise and manufactures,	7,920
Bituminous coal and coke,	310	Lumber,	49,400
Petroleum and other oils,	160		
Agricultural products,	1,680	Total,	59,820

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, per ton per mile,	2 cents.
For through coal, per ton per mile,	4 cents.
For local freight, per ton per mile,	6 cents.
For local coal, per ton per mile,	5 cents.

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888, . . .	662	11,254	\$440 44	696	5,568	\$229 73	1,358	16,822	\$660 17
February, 1888, . . .	904	15,368	587 16	680	5,440	270 98	1,584	20,808	858 14
March, 1888, . . .	1,460	14,620	473 78	720	5,760	290 66	1,580	20,380	913 14
April, 1888, . . .	706	9,002	497 62	760	6,080	408 00	1,466	15,082	905 00
May, 1888, . . .	800	12,000	483 95	810	6,480	463 90	1,610	19,080	917 85
June, 1888, . . .	790	13,430	516 80	905	7,240	425 50	1,695	20,670	942 30
July, 1888, . . .	960	16,320	623 00	1,740	13,920	609 00	2,700	30,240	1,232 00
August, 1888, . . .	945	16,065	636 00	1,820	14,500	544 75	2,765	30,565	1,188 75
September, 1888, . . .	1,224	20,808	797 00	1,910	15,520	329 90	3,164	36,328	1,126 77
October, 1888, . . .	1,118	19,006	727 00	1,262	10,906	416 60	2,380	29,102	1,143 60
November, 1888, . . .	899	15,233	584 50	1,360	10,880	461 90	2,259	26,113	1,046 40
December, 1888, . . .	1,155	19,635	751 56	911	7,288	319 68	2,066	26,923	1,071 24
Total,	11,023	133,341	\$7,118 81	13,604	108,773	\$4,919 60	24,627	242,114	\$12,038 41

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:
For first-class through passengers, 3 cents; for first-class way passengers, $3\frac{1}{2}$ cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888, . . .	9,427	160,259	\$696 07	1,308	10,464	\$744 90	2,250	170,723	\$1,140 97
February, 1888, . . .	1,388	23,496	897 44	1,429	11,432	1,171 03	3,015	34,928	2,058 47
March, 1888, . . .	1,003	17,051	810 09	2,012	16,096	885 03	3,015	33,147	1,695 12
April, 1888, . . .	705	15,985	730 58	3,946	31,568	1,730 84	4,651	47,553	2,461 42
May, 1888, . . .	611	10,387	706 75	4,963	39,704	2,137 80	5,574	50,091	2,844 55
June, 1888, . . .	916	15,902	845 80	5,048	40,384	1,654 71	5,964	56,886	2,600 51
July, 1888, . . .	1,445	24,565	1,221 33	4,035	37,080	1,913 03	6,080	61,645	3,134 36
August, 1888, . . .	1,923	32,691	1,157 38	3,789	29,840	2,335 81	5,712	62,531	3,493 19
September, 1888, . . .	1,355	19,635	807 08	5,470	43,760	1,802 29	6,825	63,395	2,609 37
October, 1888, . . .	945	16,116	801 09	6,274	50,192	2,189 03	7,222	66,308	2,990 12
November, 1888, . . .	516	8,822	624 00	4,815	38,520	1,793 51	5,361	42,342	2,117 51
December, 1888, . . .	750	12,750	635 68	3,599	28,792	1,611 19	4,349	41,542	2,246 87
Total,	12,532	352,259	\$9,933 29	47,268	377,832	\$21,969 17	59,820	730,091	\$29,902 46

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

Mails,	\$751 08
Express,	437 32
Total,	<u>\$1,188 90</u>

RECAPITULATION.

Total passenger earnings for the year,	\$12,038 41
Total freight earnings for the year,	29,902 46
Total earnings from all other sources,	1,188 90
Total earnings for the year,	<u>\$43,129 77</u>

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Any other expenditures chargeable to this account : Rails, trucks and ties,	<u>\$5,350 00</u>
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EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Agents,	\$2,300 00
Brakemen,	1,080 00
Car service,	250 00
Clerks,	180 00
Conductors and train agents,	1,210 00
Heating cars and stations,	108 00
Insurance,	55 00
Lighting cars and stations,	62 00
Stationery and printing,	265 00
Superintendents,	1,800 00
Taxes, State,	650 00
Total,	<u>\$7,950 00</u>

MOVIVE POWER.

Enginemen and firemen, passenger and freight combined,	\$3,120 00
Fuel for locomotives,	1,433 00
Locomotives, repairs of,	260 00
Oil for locomotives,	270 00
Sand for locomotives,	60 00
Waste for locomotives,	150 00
Watchmen,	480 00
Total,	<u>\$5,773 00</u>

MAINTENANCE OF WAY.

Ballast,	\$150 00
Cross-ties,	1,548 00
Foremen, tool and watch-houses, repairs of,	1,180 00
Frogs,	54 00
Road-bed, repairs of, labor and material,	4,244 00
Spikes,	110 00
Tools and repairs of tools,	116 00
Total,	<u>\$7,402 00</u>

MAINTENANCE OF CARS.

Cars, repairs of freight,	\$115 00
Cars, repairs of passenger, baggage, express and postal,	50 00
Total,	<u>\$165 00</u>

EARNINGS—SUMMARY.

Passenger transportation, local, \$4,919.60; through, \$7,118.81; total, .	\$12,038 41
Freight transportation, local, \$19,969.17; through, \$9,933.21; total, . .	29,902 46
Mail service, \$751.08; express service, \$437.82; total,	1,188 90
Total,	<u>\$43,129 77</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$7,950 00
Motive power,	5,773 00
Maintenance of way,	7,402 00
Maintenance of cars,	165 00
Total operating expenses,	<u>\$21,290 00</u>
Expenditures charged to cost of road, real estate and equipment during the year,	5,350 00
Total expenditures during the year,	<u>\$26,640 00</u>
Earnings per mile of road operated,	\$2,537 00
Expenses per mile of road operated,	1,252 00
Net earnings,	<u>11,239 00</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: American Express Company, one and half first-class freight rates.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$751.20 for 1888.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: July 14, 1888, \$5,250.00.

CRESSON, CLEARFIELD COUNTY AND NEW YORK SHORT ROUTE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
A. S. Morrow,	President,	Hollidaysburg, Pa.
H. A. Gardner,	Secretary and Treasurer, . .	Hollidaysburg, Pa.
W. P. Rathbun,	General Manager,	Cresson, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Charles E. Pugh,	Philadelphia, Pa.	Martin Bell, Jr.,	Hollidaysburg, Pa.
Andrew G. Agnew, . . .	Philadelphia, Pa.	James Condron,	Hollidaysburg, Pa.
George T. Bliss,	New York city.	William P. Smith,	Hollidaysburg, Pa.
Joseph M. Denel,	New York city.	P. W. Snyder,	Hollidaysburg, Pa.
Jacob Rubino,	New York city.	W. P. Rathbun,	Cresson, Pa.
Gustav Lindenthal, . . .	Pittsburgh, Pa.		

GENERAL INFORMATION.

Name of road: Cresson, Clearfield County and New York Short Route Railroad Company.

By whom operated: Themselves.

The general offices of the company are located at Cresson, Pa.

For information concerning this report, address H. A. Gardner, Secretary, Hollidaysburg, Pa.

How are the passenger cars on your road heated, lighted and ventilated? Stoves; carbon oil; roof ventilators.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered December 19, 1882. Road opened July 1, 1886.

CAPITAL STOCK.

Amount authorized by law, \$1,000,000 00

DEBT.

FUNDED DEBT.

Bonds (due 1904; bear interest at 6 per cent.), amount, \$750,000 00

UNFUNDED DEBT.

Debt incurred for any other purpose and for what: Incurred by borrowing money with which to pay coupons maturing on the bonds which the company in its infancy was unable to pay, \$63,820 58

Total amount of unfunded debt, 63,820 58

Total amount of funded and unfunded debt, \$813,820 58

DEBT—CONTINUED.

Funded debt as per last report,	\$750,000 00
Unfunded debt as per last report,	53,168 05
Total cash realized from capital stock and debt,	\$1,750,000 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Cresson to Gazzam,	38	38
Length of single main track,	27.50	27.50
SUMMARY.		
Length of main line,	38	38
Total length of all roads owned, leased and operated,	27.50	27.50
Length of sidings and other tracks not above enumerated,	3.45	3.45
Length of all tracks,	30.95	30.95

GAUGE.

Gauge of lines,	4 ft. 9 ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	30.95	30.95

Weight of rail per yard, steel,	56 pounds.
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TELEGRAPH LINES.

Length of lines in miles, 27.5; in Pennsylvania,	27.5
Number of miles of wire, 27.5; in Pennsylvania,	27.5

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	19
Wooden bridges, number of, 17; aggregate length,	328 feet.
Iron bridges, number of, 1; length,	120 feet.
Wooden trestles, number of, 1; length,	72 feet.
Total length of bridges and trestles,	520 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth:	
South Witmer branch of Clearfield and Jefferson Railroad, at Irvona.	
Number of crossings of highways, at grade, in this Commonwealth,	28
Number of crossings at which there are neither gates nor flagmen, .	28

Statement of regulations governing employ  es in regard to these crossings: Engine-men are instructed to give two long blasts, followed by two short blasts of the locomotive whistle on approaching highway crossings. The engine bell must be rung for one-fourth mile before reaching every road crossing at grade and until after it is passed.

CHARACTERISTICS OF ROAD—CONTINUED.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line passenger, 4; freight, 4,	4	4
Number of stations on branches, passenger and freight,	4	2
Number of engine houses and shops owned by the company,	2	3
Number of fuel and water stations on main line,	3	3
Value of real estate held by the company exclusive of roadway, . .	\$15,200 00	\$15,200 00

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	3	\$7,100 00
Passenger cars, first-class,	3	750 00
Freight cars, 8-wheel,	4	308 00
Hand cars and hand trucks,	10	50 00

Train brake in use: The Westinghouse automatic air brake is used on passenger trains.

Average number of cars in passenger trains, including mail, express and baggage cars,	3
Average number of cars in freight trains,	15

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	65
Same in Pennsylvania,	65

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	49,271.6
Number of miles run by freight and coal trains,	30,788.6
Total number of miles run,	80,060.2
Number of passengers carried one mile in Pennsylvania,	655,464
Number of tons of 2,000 pounds of through freight for the year on main road,	115,543
Number of tons of 2,000 pounds of local freight for the year,	5,374.1
Number of tons of freight carried one mile,	1,970,516
Number of tons of freight carried one mile in Pennsylvania,	1,970,516
Gross amount of tonnage for the year (2,000 pounds per ton),	120,917.1
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	17
Average rate of speed adopted by freight trains, including stops (miles per hour),	9

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal and coke,	72,012.1	Live stock,	214.2
Railroad iron,	168.1	Lumber,	41,554.5
Stone and lime,	1,364.1	Total,	120,917.1
Merchandise and manufactures,	5,604.1		

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
January, 1888,	4,171	35,171	\$1,074 84
February, 1888,	4,313	38,321	1,176 84
March, 1888,	5,322	44,283	1,404 61
April, 1888,	5,495	45,296	1,415 01
May, 1888,	5,951	47,852	1,544 06
June, 1888,	5,771	46,007	1,465 00
July, 1888,	9,831	84,293	2,020 73
August, 1888,	10,135	94,514	1,850 37
September, 1888,	6,537	48,499	2,001 52
October, 1888,	6,709	59,700	2,222 35
November, 1888,	6,923	51,686	1,636 59
December, 1888,	7,421	59,843	1,862 50
Total,	78,579	655,465	\$19,674 42

EARNINGS FOR THE YEAR—CONTINUED.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888, . .	4,173.9	76,118	\$1,707 10	916.9	12,655	\$193 34	.....	.....	\$2,200 44
February, 1888, . .	7,519.9	124,933	2,994 13	431.5	7,254	496 08	.....	.....	3,490 21
March, 1888, . . .	6,122.3	110,070	2,767 78	340.2	3,248	281 41	.....	.....	3,049 19
April, 1888, . . .	6,172.9	100,518	2,517 57	174.3	1,530	261 67	.....	.....	2,779 24
May, 1888,	7,703	130,887	3,951 52	193.7	1,739	176 56	.....	.....	4,128 08
June, 1888,	10,452.3	159,004	4,883 70	306.6	1,402	136 37	.....	.....	5,020 07
July, 1888,	8,273.9	138,784	3,753 89	224.6	2,904	138 39	.....	.....	3,892 28
August, 1888, . . .	11,971.4	222,455	4,546 03	533.2	2,865	167 93	.....	.....	4,713 96
September, 1888, . .	9,736.2	192,476	4,699 68	439.6	3,735	298 28	.....	.....	4,997 96
October, 1888, . . .	14,630.2	233,293	5,865 01	621.9	6,939	241 97	.....	.....	6,106 98
November, 1888, . .	12,662.9	176,988	4,642 16	565.6	3,466	182 38	.....	.....	4,824 54
December, 1888, . .	16,124.1	253,793	4,763 05	565.0	3,420	243 77	.....	.....	5,006 82
Total,	115,543	1,919,319	\$47,091 62	5,374.1	51,197	\$3,118 15	.....	.....	\$50,209 77

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
January, 1888,		\$8 52	\$63 31	\$71 83
February, 1888,		23 28	33 25	56 53
March, 1888,		18 45	25 23	43 68
April, 1888,		10 00	27 05	37 05
May, 1888,		10 65	26 76	47 41
June, 1888,	\$378 15	11 39	20 08	409 62
July, 1888,		12 17	88 04	100 21
August, 1888,	142 00	14 05	22 96	179 01
September, 1888,		24 40	23 51	47 91
October, 1888,		13 18	30 77	43 95
November, 1888,		8 66	29 37	38 03
December, 1888,		10 63	30 57	41 20
Total,	\$520 15	\$165 38	\$420 90	\$1,106 43

RECAPITULATION.

Total passenger earnings for the year,	\$19,674 42
Total freight earnings for the year,	50,209 77
Total earnings from all other sources,	1,106 43

Total earnings for the year, \$70,990 62

Proportion of earnings in Pennsylvania to earnings of whole line, \$70,990 62

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$4,052 65
Land or land damages,	1,989 74
Passenger and freight houses,	201 43
Any other expenditures chargeable to this account,	3,286 98

Total, \$9,530 80

Proportion for Pennsylvania, \$9,530 80

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Advertising,	\$32 75
Agents,	1,253 64
Brakemen,	6,580 05
Cars, cleaning,	405 75
Clerks,	1,567 50
Dispatchers,	610 00
Expenses of stations, except labor,	43 98
Heating cars,	29 77
Heating stations,	36 40
Incidentals,	1,102 78
Lighting stations,	4 68
Loss and damage,	55 47
Stationery and printing,	703 01
Stations, repairs of, and furniture for,	9 81
Telegraph expenses,	992 30
Wrecks, clearing,	129 52
Mileage, passenger cars,	64 36
Mileage, freight cars,	1,576 98

Total, \$15,198 75

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

Enginemen and firemen, passenger,	\$4,722 23
Engine houses and machine shops, etc., repairs of,	94 68
Incidentals,	2,196 08
Locomotives, repairs of,	3,079 11
Oil for locomotives,	330 74
Sand for locomotives,	21 62
Tallow for locomotives,	114 90
Tools and machinery, repairs of,	7 76
Waste for locomotives,	314 66
Watchmen,	1,075 62
Water, wood and coal stations, expenses and repairs of,	27 73
Total,	<u>\$11,985 13</u>

MAINTENANCE OF WAY.

Ballast,	\$309 23
Bridges, repairs of,	500 14
Cais, repairs of (in M. of W. service),	17 20
Cross-ties,	268 42
Incidentals,	166 03
Road bed, repairs of, labor and material,	2,309 26
Snow and ice, removing,	614 89
Spikes,	86 40
Stationery and printing,	3 75
Superintendents and supervisors,	1,020 00
Switches,	45 56
Telegraph, repairs of,	38 17
Tools and repairs of tools,	256 05
Track, repairing,	4,400 98
Watchmen,	752 65
Total,	<u>\$10,788 73</u>

MAINTENANCE OF CARS.

Cars, repairs of freight,	\$203 93
Cars, repairs of passenger, baggage, express and postal,	3,320 87
Fuel for heating,	59 02
Oil, tallow, waste, etc.,	20 25
Total,	<u>\$3,604 07</u>

GENERAL EXPENSES.

Clerks,	\$333 00
Incidentals and legal expenses,	1,878 18
Office expenses, repairs and furniture,	375 90
Salaries of president and other officers,	4,031 65
Stationery and blanks,	94 15
Taxes on real estate,	33 38
Loss and damage,	27 99
Total,	<u>\$6,774 25</u>

EARNINGS—SUMMARY.

Passenger transportation, local,	\$19,674 42
Freight transportation, local, \$3,118.15; through, \$47,091.62; total,	50,209 77
Mail service, \$520.15; express service, \$165.38; total,	685 53
Miscellaneous,	420 90
Total,	<u>\$70,990 62</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$15,198 75
Motive power,	11,985 13
Maintenance of way,	10,788 73
Maintenance of cars,	3,604 07
General expenses,	6,774 25
Total operating expenses,	\$48,350 93
Expenditures charged to cost of road, real estate and equipment during the year,	9,530 80
Total expenditures during the year,	\$57,881 73
Earnings per mile of road operated,	\$2,581 47
Expenses per mile of road operated,	1,758 21
Net earnings,	\$823 26

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of construction,	\$1,765,361 96
Equipment,	25,282 00
Real estate,	15,200 00
Material on hand,	523 00
Cash on hand,	3,791 14
Uncollected accounts,	3,662 48
	\$1,813,820 58

LIABILITIES.

Capital stock,	\$1,000,000 00
Funded debt,	750,000 00
Unfunded debt,	63,820 58
	\$1,813,820 58

EXPRESS COMPANIES.

Name of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express Company; rate, $12\frac{1}{2}$ cents per 100 pounds on all shipments originating on or destined to points of the lines of this company's road; 25 cents per 100 pounds on all strictly local shipments.

TRANSPORTATION COMPANIES.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? No.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service: July 1, 1888, to June 30, 1889; \$1.051.65 per annum, being \$42.75 per mile.

ACCIDENTS TO PERSONS.

INJURED FROM THEIR OWN MISCONDUCT OR CARELESSNESS.

Employés,	1
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CUMBERLAND VALLEY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Thomas B. Kennedy,	President, . . . . .	. . . . .
E. M. Biddle,	Secretary and Treasurer, . . . . .	. . . . .
W. L. Ritchey,	Auditor, . . . . .	. . . . .
Chauncey Ives,	Chief Engineer, . . . . .	. . . . .
J. F. Boyd,	Superintendent, . . . . .	. . . . .

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Thomas B. Kennedy, . .	Chambersburg, Pa.	John P. Green,	Philadelphia, Pa.
John Stewart,	Chambersburg, Pa.	Edmund Smith,	Philadelphia, Pa.
Frederick Watts,	Carlisle, Pa.	Wistar Morris,	Philadelphia, Pa.
J. Herman Bosler,	Carlisle, Pa.	J. N. DuBarry,	Philadelphia, Pa.
W. W. Jennings,	Harrisburg, Pa.	A. J. Cassatt,	Haverford, Pa.
Geo. B. Roberts,	Philadelphia, Pa.		

GENERAL INFORMATION.

Name of road : Cumberland Valley Railroad Company.
By whom operated : Cumberland Valley Railroad.
By what authority : Charter.
With what other companies consolidated : Franklin Railroad.
Date of consolidation : The Franklin Railroad Company in Pennsylvania was consolidated with the Cumberland Valley Railroad Company, as per certificate filed with Secretary of this Commonwealth, June 1, 1865.
The general offices of the company are located at Chambersburg, Pa.
For information concerning this report, address Thomas B. Kennedy, President, Chambersburg, Pa.
How are the passenger cars on your road heated, lighted and ventilated ? Thirty cars, lamps for 300° test oil ; four cars gas ; two cars "frost light." All cars heated with "Speer heaters ;" fifteen cars deck ventilated, and twenty-one cars ventilated with ventilators in connection with the Speer heaters, in addition to the deck ventilation.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Cumberland Valley Railroad Company was organized June 27, 1835, under act of the Legislature of April 2, 1831.

CAPITAL STOCK.

Amount authorized by law and votes of company,	\$2,000,000 00
Amount now paid in, common, \$1,292,950.00 ; special or preferred, \$484,900.00 ; total,	1,777,850 00
Number of shares issued,	35,557
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due October 1, 1904; bear interest at 8 per cent., which is payable April and October), amount,	\$161,000 00
Second mortgage bonds (due October 1, 1908; bear interest at 8 per cent., which is payable April and October), amount,	109,500 00
Total amount of funded debt,	\$270,500 00

UNFUNDED DEBT.

Total amount of funded and unfunded debt,	\$270,500 00
Funded debt as per last report,	\$270,500 00
Total cash realized from capital stock and debt,	\$2,048,350 00

COST.

Cost of roads and equipment owned to December 31, 1887,	\$2,002,569 69
Cost of additions for the year ending December 31, 1888 (real estate),	851 08
Total cost of roads owned to date,	\$2,003,420 77
Average of same per mile of road laid,	\$24,372 52
Proportion of same for Pennsylvania, per mile,	24,372 52
Cost of equipment is included in the above calculation.	
Cost of road and equipment per mile (of road owned by company),	24,372 52
Proportion of same for Pennsylvania,	24,372 52
Total cost of roads and equipment,	2,003,420 77
Proportion of same for Pennsylvania,	1,664,642 81

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Harrisburg, Pa., to Potomac river, Md.,	82.2	68.3
Length of single main track,	82.2	68.3
Length of second main track,	7.26	7.26
LEASED ROADS.		
Dillsburg and Mechanicsburg Railroad, from { Length of road,	9.70	9.70
Dillsburg Junction to Dillsburg, Pa., { Length of single track,	9.70	9.70
Southern Pennsylvania Railway and Mining { Length of road,	21.40	21.40
Company, from South Pennsylvania Junc- { Length of single track,	21.40	21.40
tion to Richmond, Pa.,		
Cumberland Valley and Martinsburg Rail- { Length of road,	11.80	...
road, from Potomac river to Martinsburg, { Length of single track,	11.80	...
W. Va.,		
SUMMARY.		
Length of main line,	82.20	68.30
Length of branches and leased roads owned by the company,	42.90	31.10
Total length of all roads owned, leased and operated,	125.10	99.40
Length of second track,	7.26	7.26
Length of sidings and other tracks not above enumerated,	28.40	26.72
Length of all track,	160.76	133.38

GAUGE.

Gauge of lines,	4 ft. 9 ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	99.21	77.31
Miles of track laid with iron rail on lines owned, leased or operated,	61.55	56.07
Total miles of track laid with iron and steel rails,	160.76	133.38

CHARACTERISTICS OF ROAD—CONTINUED.

Weight of rail per yard,	{ Steel,	56, 60 and 62 lbs.
	{ Iron,	56 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	30
Wooden bridges, number of, 2; aggregate length,	200 ft. 3 in.
Stone bridges, number of, 6; aggregate length,	258 ft.
Iron bridges, number of, 22; aggregate length,	5,420 ft.
Total length of bridges and trestles,	5,878 ft. 3 in.

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth :
Northern Central Railway, at Bridgeport, Pa.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth : Harrisburg and Potomac Railroad, at Shippensburg, Pa., (over-head) crossing; Baltimore and Cumberland Valley Railroad, one mile west of Chambersburg (over-head) crossing.

Number of crossings of highways, at grade, in this Commonwealth,	123
Number of crossings of highways over railroad,	5
Number of crossings of highways under railroad,	8
Number of crossings at which gates or flagmen are maintained, .	3 gates, 13 flagmen.
Number of crossings at which there are neither gates nor flagmen, .	107

STATIONS.		TOTAL.	IN PENN'A.
Number stations on main line, . . .	{ Passenger, 24 } { Freight, 25 }	49	43
Number of stations on leased roads, .	{ Passenger, 11 } { Freight, 11 }	22	16
Number of engine houses and shops owned by the company,		8	6
Number of fuel and water stations on main line,		10	9
Number of fuel and water stations on leased roads,		5	3

Material of foundation upon which track is laid: Broken limestone ballast and oak ties.

EQUIPMENT.

Locomotives,	28
Passenger cars, first-class,	36
Baggage, mail and express cars,	11
Freight cars, 8-wheel,	580
Freight cars, 4-wheel,	7
Total freight cars,	587

Train brake in use : Westinghouse automatic on passenger equipment.	
Average number of cars in passenger trains, including mail, express and baggage cars,	4.9
Average number of cars in freight trains,	22.7
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	222
Average weight of freight trains, including locomotive and tender, in working order, in tons,	620

EMPLOYES.

Average number of persons regularly employed by company, including officials,	695
Same in Pennsylvania,	660

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	307,906
Number of miles run by freight and coal trains,	157,019
Total number of miles run, exclusive of shifting and work trains, . .	464,925
Number of passengers carried one mile in Pennsylvania,	10,379,756
Net cost per mile for each passenger carried,	1.893 cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	203,993
Number of tons of 2,000 pounds of local freight for the year,	585,087
Number of tons of freight carried one mile,	35,668,887
Number of tons of freight carried one mile in Pennsylvania,	33,294,493
Gross amount of tonnage for the year (2,000 pounds per ton,)	789,080
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour),	28
Average rate of speed adopted by express trains, including stops (miles per hour),	32
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	102,549	Agricultural products,	80,019
Bituminous coal and coke,	78,792	Merchandise and manufactures, .	80,785
Petroleum and other oils,	2,945	Live stock,	19,444
Pig iron,	57,684	Lumber,	109,585
Railroad iron,	75,673	Other articles,	63,630
Other iron or castings,	38,595		
Iron and other ores,	53,533	Total,	789,080
Stone and lime,	25,846		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and through coal, per ton per mile,	0.742 cents.
For local freight and local coal, per ton per mile,	1.549 cents.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888.	566	41,884	\$1,133 18	30,577	521,141	\$13,950 43	31,143	563,025	\$15,083 61
February, 1888.	600	44,922	1,193 44	35,520	557,136	14,743 96	36,120	601,758	15,937 40
March, 1888.	629	46,546	1,245 61	38,685	610,618	16,425 42	39,314	657,164	17,671 03
April, 1888.	726	53,724	1,500 45	40,818	649,372	17,072 45	41,544	703,096	18,572 90
May, 1888.	809	59,866	1,620 72	42,456	704,195	16,388 38	43,265	764,061	18,069 10
June, 1888.	854	63,195	1,769 12	57,554	968,046	19,340 15	58,408	1,031,241	21,109 27
July, 1888.	1,433	106,042	2,669 59	71,757	1,074,419	25,355 66	73,190	1,180,461	28,925 25
August, 1888.	1,224	90,576	2,452 25	131,004	1,917,147	31,983 95	132,228	2,007,723	34,436 20
September, 1888.	2,009	148,000	3,427 45	58,861	989,445	26,174 22	60,861	1,137,445	29,601 67
October, 1888.	1,275	94,350	2,268 70	49,768	846,752	22,534 30	51,043	941,102	24,803 00
November, 1888.	799	59,126	1,516 44	46,441	703,502	18,939 28	47,290	762,628	20,455 72
December, 1888.	376	27,824	738 00	44,641	698,197	19,966 49	45,017	726,021	20,704 49
Total, . . .	11,291	835,755	\$21,534 95	648,132	10,239,970	\$242,874 69	659,423	11,075,725	\$264,409 64

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers, 2.577 cents; for first-class way passengers, 2.372 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888.	9,628	...	\$5,757 63	47,997	...	\$21,741 55	57,625	...	\$27,499 18
February, 1888.	16,193	...	8,484 10	48,454	...	23,321 78	64,647	...	31,805 88
March, 1888.	20,685	...	11,545 22	44,530	...	25,251 35	65,215	...	36,796 57
April, 1888.	16,839	...	9,706 59	45,909	...	23,119 74	62,748	...	32,826 33
May, 1888.	17,972	...	10,117 47	45,621	...	22,783 88	63,593	...	32,901 35
June, 1888.	21,176	...	10,822 15	41,140	...	23,614 52	62,316	...	34,436 67
July, 1888.	17,513	...	9,967 10	32,790	...	19,011 99	50,303	...	28,979 09
August, 1888.	18,424	...	10,921 80	44,547	...	23,402 59	62,971	...	38,424 39
September, 1888.	14,490	...	9,066 25	59,824	...	32,738 01	74,314	...	41,804 26
October, 1888.	15,071	...	9,931 53	57,021	...	34,671 67	82,092	...	44,603 20
November, 1888.	19,925	...	12,315 93	57,633	...	27,421 85	77,558	...	39,737 78
December, 1888.	16,077	...	10,349 83	49,621	...	24,076 34	65,698	...	34,426 17
Total, . . .	203,993	...	\$118,085 60	585,087	...	\$306,155 27	789,080	...	\$424,240 87

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
January, 1888,	\$911 21	\$1,957 74	.....	\$2,868 95
February, 1888,	911 20	1,507 17	.....	2,418 37
March, 1888,	911 21	1,814 08	\$587 60	3,312 89
April, 1888,	911 20	1,880 82	12 00	2,804 02
May, 1888,	911 21	1,703 51	.....	2,614 72
June, 1888,	911 25	1,643 65	572 14	3,127 04
July, 1888,	911 21	1,618 23	.....	2,529 44
August, 1888,	911 20	1,901 64	24 95	2,837 79
September, 1888,	911 21	1,682 51	6,128 28	8,722 00
October, 1888,	911 20	1,834 70	.....	2,745 90
November, 1888,	911 21	1,975 54	22 20	2,908 95
December, 1888,	911 20	2,450 22	23,809 64	27,171 06
Total,	\$10,934 51	\$21,969 81	\$31,156 81	\$64,061 13

RECAPITULATION.

Total passenger earnings for the year,	\$264,409 64
Total freight earnings for the year,	424,240 87
Total earnings from all other sources,	64,061 13
Total earnings for the year,	\$752,711 64
Total receipts from all sources on whole length of line,	\$752,711 64
Proportion of earnings in Pennsylvania to earnings of whole line,	624,199 90

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Real estate,	\$851 08
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EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$1,748 51	\$1,055 00	\$2,803 51
Agents,	6,853 41	11,182 04	18,035 45
Baggage masters,	3,388 69	.....	3,388 69
Brakemen,	4,171 32	17,825 26	21,996 58
Cars, cleaning,	2,580 72	.....	2,580 72
Clerks,	5,522 89	17,864 61	23,387 50
Conductors and train agents,	6,602 95	4,941 44	11,544 39
Dispatchers,	1,689 61	3,585 55	5,275 16
Expenses of stations, except labor,	5,329 24	1,098 65	6,427 89
Heating and lighting cars,	1,975 68	318 33	2,294 01
Incidentals,	1,765 47	1,334 02	3,099 49
Insurance,	91 24	145 34	236 58
Labor at stations,	6,564 88	7,870 27	14,435 15
Loss and damage,	642 54	632 88	1,275 42
Mail expenses,	889 76	.....	889 76
Stationery and printing,	1,135 59	723 16	1,858 75
Stations, repairs of, and furniture for,	4,372 76	19,242 25	23,615 01
Superintendents,	793 45	1,132 40	1,925 85
Switchmen and watchmen,	3,768 97	4,078 78	7,847 75
Taxes on stations,	84 36	58 41	142 77
Telegraph expenses,	2,462 12	3,513 91	5,976 03
Extraordinary expenses,	3,268 45	1,493 98	4,762 43
Total,	\$65,702 61	\$98,096 28	\$163,798 89

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemen and firemen, passenger and freight	\$13,497 02	\$14,805 46	\$28,302 48
Engine houses and machine shops, etc., repairs of,	13,348 40	13,348 41	26,696 81
Fuel for heating,	640 70	640 70	1,281 40
Fuel for locomotives,	16,263 59	23,172 05	39,435 64
Incidentals,	1,199 90	1,423 02	2,622 92
Laborers,	1,484 92	1,464 42	2,949 34
Locomotive furniture and fixtures,	104 80	58 20	163 00
Locomotives, repairs of,	12,489 52	15,839 15	28,328 67
Oil, tallow and waste,	1,405 02	1,722 69	3,127 71
Stationery and printing,	43 68	43 68	87 36
Taxes on engine houses and shops,	2 85	2 86	5 71
Tools and machinery, repairs of,	928 30	928 30	1,856 60
Watchmen,	2,867 58	2,867 58	5,735 16
Water, wood and coal stations, expenses and repairs of,	2,010 52	2,869 37	4,879 89
Total,	\$66,286 80	\$79,185 89	\$145,472 69
MAINTENANCE OF WAY.			
Ballast,	\$2,183 54	\$3,275 32	\$5,458 86
Bridges, repairs of,	5,086 16	7,629 24	12,715 40
Cars, repairs of (in M. of W. service),	125 55	188 33	313 88
Clerks,	348 97	523 45	872 42
Cross-ties,	9,969 25	14,953 88	24,923 13
Foremen, tool and watch-houses, repairs of,	302 94	454 39	757 33
Frogs,	673 78	1,010 66	1,684 44
Incidentals,	2,812 47	4,218 71	7,031 18
Rails, iron,	73 94	110 90	184 84
Rails, steel,	5,215 27	7,822 91	13,038 18
Road-bed, repairs of, labor and material,	4,287 54	6,431 30	10,718 84
Snow and ice, removing,	570 30	855 45	1,425 75
Spikes,	448 60	672 91	1,121 51
Splices,	1,564 81	2,347 22	3,912 03
Stationery and printing,	60 28	90 43	150 71
Switches,	2,569 75	3,854 63	6,424 38
Taxes on real estate for road,	289 84	434 77	724 61
Telegraph, repairs of,	7 59	11 39	18 98
Tools and repairs of tools,	437 97	656 95	1,094 92
Track, repairing,	7,163 80	10,745 70	17,909 50
Total,	\$44,192 35	\$66,288 54	\$110,480 89
MAINTENANCE OF CARS.			
Car shops and sheds, repairs of,	\$496 92	\$390 44	\$887 36
Cars, repairs of freight, including new cars,	69,181 22	69,181 22	69,181 22
Cars, repairs of passenger, baggage, express and postal,	21,186 79	21,186 79	21,186 79
Fuel for heating,	97 17	76 34	173 51
Incidentals,	2,179 40	3,827 90	6,007 30
Insurance,	170 06	163 44	273 50
Laborers,	270 83	212 80	483 63
Oil, tallow, waste, etc.,	615 57	1,037 93	1,653 50
Tools and repairs of tools,	529 66	416 16	945 82
Total,	\$25,546 40	\$75,246 23	\$100,792 63
GENERAL EXPENSES.			
Clerks,	\$1,365 47	\$1,948 78	\$3,314 25
Fuel and light,	826 01	1,134 25	1,960 26
Incidental and legal expenses,	835 88	1,355 49	2,191 37
Salaries of president and other officers,	3,367 69	4,806 31	8,174 00
Stationery and blanks,	1,078 05	4,312 18	5,390 23
Taxes on real estate,	334 19	476 95	811 14
Extraordinary expenses,	56 48	80 62	137 10
Total,	\$7,863 77	\$14,114 58	\$21,978 35

EARNINGS—SUMMARY.

Passenger transportation, local, \$242,874.69; through, \$21,534.95; total,	\$264,409 64
Freight transportation, local, \$306,155.27; through, \$118,085.60; total,	424,240 87
Mail service, \$10,934.51; express service, \$21,969.81; total,	32,904 32
Miscellaneous,	31,156 81
Total,	\$752,711 64

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$65,702 61	\$98,096 28	\$163,798 89
Motive power,	66,286 80	79,185 89	145,472 69
Maintenance of way,	44,192 35	66,288 54	110,480 89
Maintenance of cars,	25,546 40	75,246 23	100,792 63
General expenses,	7,863 77	14,114 58	21,978 35
Total operating expenses,			\$542,523 45
Expenditures charged to cost of road, real estate and equipment during the year,			851 08
Total expenditures during the year,			\$543,374 53

Operating expenses, 72.189 per cent. of earnings.

Earnings per mile of road operated,	\$9,157 08
Expenses per mile of road operated,	6,610 40
Net earnings per mile of road operated,	\$2,546 68
Net earnings,	209,337 11

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of road, real estate and equipment,	\$2,003,420 77
Materials on hand,	46,431 22
E. M. Biddle, treasurer,	69,912 26
Trustees of contingent fund,	427,769 06
Balance of accounts,	333,782 56
	<u>\$2,881,315 87</u>

LIABILITIES.

First preferred stock,	\$241,900 00
Second preferred stock,	243,000 00
Common stock,	1,292,950 00
First mortgage bonds,	161,000 00
Second mortgage bonds,	109,500 00
Profit and loss,	796,343 17
Dividends and interest due,	36,622 70
	<u>\$2,881,315 87</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express Company; railroad company furnishes motive power and cars, for which the express company pays a percentage of its gross receipts.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: No contracts.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates: Pullman parlor and sleeping cars.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$10,934.51 per annum.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: March, June, September and December, 2 per cent. each quarter.

Paid in dividends, cash, \$142,228 00

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employes,	1	2	1	2	2	4
Others,						
Total,	1	2	1	2	2	4

DANVILLE AND RIVERSIDE RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Benjamin G. Welch,	President,	Hughesville, Pa.
C. W. Woddrop,	Secretary,	Hughesville, Pa.
J. S. Bailey,	Treasurer,	Hughesville, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Robert England, . . .	Philadelphia, Pa.	Thomas B. Reeves, . . .	Philadelphia, Pa.
Wm. H. Dye,	Philadelphia, Pa.	Wm. J. Paul,	Philadelphia, Pa.
Nathaniel Barr,	Philadelphia, Pa.	T. Nelson Davis,	Philadelphia, Pa.

GENERAL INFORMATION.

Name of road: Danville and Riverside Railway Company.

By whom operated: Not in operation.

The general offices of the company are located at Hughesville, Pa.

For information concerning this report, address Benjamin G. Welch, Hughesville, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated by special act of April 19, 1872, as the Riverside Horse Railway Company.

Name changed to Danville and Riverside Railway Company by the court of common pleas of Northumberland county March term, 1878.

Some grading has been done, but no track laid.

CAPITAL STOCK.

Amount authorized by law,	\$50,000 00
Amount authorized by votes of company,	13,000 00
Amount now paid in,	3,790 00
Number of shares issued: No certificates issued.	
Amount paid in on each share, on 120 shares,	25 00
Amount paid in on each share, on 316 shares,	2 50
Par value of each share,	25 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$468 23
Total amount of funded and unfunded debt,	\$468 23
Funded debt as per last report,	\$468 23
Total cash realized from capital stock and debt,	\$4,248 23

STOCK AND DIVIDENDS.

No stock issued. No dividends of any kind.

DANVILLE AND SHAMOKIN RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Austin Corbin,	President,	Philadelphia.
Howard Hancock,	Secretary,	Philadelphia.
John Welsh,	Treasurer.	Philadelphia.

DIRECTORS. (Elected January 14, 1889.)

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
George DeB. Keim, . .	Philadelphia.	A. J. Antelo,	Philadelphia.
S. A. Caldwell,	Philadelphia.	Thomas Cochran, . . .	Philadelphia.
A. A. McLeod,	Philadelphia.	Samuel R. Shipley, . .	Philadelphia.

Date of annual meeting of directors, second monday in January.

GENERAL INFORMATION.

Name of road : Danville and Shamokin Railroad Company.

The general offices of the company are located at 227 South Fourth street, Philadelphia.

For information concerning this report, address John Welch, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Danville and Shamokin Railroad Company, June 14, 1879.

CAPITAL STOCK.

Amount authorized by law,	\$500,000 00
Amount subscribed,	250,000 00
Amount now paid in, common,	26,710 00
Number of shares issued, full paid,	38
Amount paid in on each share, 4,962 shares, \$5.00; 38 shares,	50 00
Par value of each share,	50 00

COST.

Costs of roads owned to November 30, 1887,	\$26,710 00
Total cost of road owned to date,	26,710 00

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Danville, Pa., to Shamokin, Pa., single main track laid, about	100 yards
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BRANCHES.

Glendower branch, length of road, about	250 yards
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CHARACTERISTICS OF ROAD—CONTINUED.

GAUGE.

Gauge of lines,	4 ft. 8½ in.
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BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	1
Wooden bridges, number of, 1; length,	54 feet

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$26,710 00
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LIABILITIES.

Capital stock,	26,710 00
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DELAWARE AND HUDSON CANAL COMPANY'S RAILROAD.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Robert M. Olyphant,	President,	New York, N. Y.
LeGrand B. Cannon,	Vice President,	New York, N. Y.
Horace G. Young,	Second Vice President,	Albany, N. Y.
F. Murray Olyphant,	Secretary,	New York, N. Y.
James C. Hartt,	Treasurer,	New York, N. Y.
R. A. Henry,	Auditor,	Jersey City, N. J.
Rollin Manville,	Division Superintendent,	Carbondale, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Abiel A. Low,	Brooklyn, N. Y.	Benjamin H. Bristow,	New York, N. Y.
LeGrand B. Cannon,	New York, N. Y.	John A. Stewart,	New York, N. Y.
James R. Taylor,	Brooklyn, N. Y.	Frederick Billings,	New York, N. Y.
John Jacob Astor,	New York, N. Y.	R. Suydam Grant,	New York, N. Y.
James Roosevelt,	Hyde Park, N. Y.	William H. Tillinghast,	New York, N. Y.
David Dows,	New York, N. Y.	Johnston Livingston,	New York, N. Y.
Robert M. Olyphant,	New York, N. Y.		

GENERAL INFORMATION.

The general offices of the company are located at 21 Cortlandt street, New York.
 For information concerning this report, address F. M. Olyphant, Secretary.
 How are the passenger cars on your road heated, lighted and ventilated? Heated
 by Baker heaters and McElroy car heating system; lighted with oil 300° test; venti-
 lated by Creamer and Globe ventilators in transoms and elevated roof.

CAPITAL STOCK.

Amount authorized by law,	Unlimited.
Amount authorized by votes of company,	\$30,000,000 00
Amount subscribed,	24,500,000 00
Amount now paid in,	24,500,000 00
Number of shares issued,	245,000
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due 1891; bear interest at 7 per cent., which is payable January and July, May and November), amount,	\$5,549,000 00
First mortgage bonds (due 1894; bear interest at 7 per cent., which is payable April and October), amount,	4,829,000 00
First mortgage bonds (due 1917; bear interest at 7 per cent., which is payable March and September), amount,	5,000,000 00
Total amount of funded debt,	\$15,378,000 00

COST.

Cost of roads owned to December 31, 1887,	\$4,909,441 78
Cost of additions for the year ending December 31, 1888,	68,466 60
Total cost of roads owned to date,	4,977,908 38
Average of same per mile of road laid,	52,520 66
Proportion of same for Pennsylvania,	81 $\frac{4}{10}$ per cent.
Cost of equipment owned to December 31, 1887,	\$1,515,157 58
Cost of equipment additions for the year ending December 31, 1888,	137,034 17
Total cost of equipment owned,	1,652,191 75
Average cost of equipment per mile of road owned by the company,	17,431 86
Proportion of same for Pennsylvania,	81 $\frac{4}{10}$ per cent.
Cost of road and equipment per mile (of road owned by company),	\$69,952 52
Proportion of same for Pennsylvania,	81 $\frac{4}{10}$ per cent.
Total cost of roads and equipment,	\$6,630,100 13
Proportion of same for Pennsylvania,	81 $\frac{4}{10}$ per cent.

CHARACTERISTICS OF ROAD.

The railroads owned by this company, to which this report relates, extend from Nineveh, in the State of New York, to the line dividing the States of New York and Pennsylvania, a distance of 17.65 miles, and from said line to a connection with the Jefferson Railroad, a distance of 4.36 miles, and from Carbondale to Scranton, a distance of 16.77 miles. Also a Gravity Road, extending from Olyphant to Honesdale and return, a distance of 56 miles, equal to about 28 miles of double track road. And the company holds under lease, in Pennsylvania, a railroad from Green Ridge to Wilkes-Barre, a distance of 19.95 miles; also a railroad two miles in length, passing over what is known as the Plymouth and Wilkes-Barre bridge, thus making the number of miles owned in New York, to which this report relates (exclusive of side tracks), 17.65 miles, and in Pennsylvania 77.13 miles, and the number of miles held under lease in Pennsylvania, 21.95 miles.

This company has traffic rights and runs its own engines and trains over the Jefferson branch of the New York, Lake Erie and Western Railroad, between Jefferson Junction and Carbondale, 36.6 miles; over the Lehigh Valley Railroad between Wilkes-Barre and South Wilkes-Barre, 1.62 miles, and over the Lackawanna and Bloomsburg division of the Delaware, Lackawanna and Western Railroad, between Plymouth Junction and Plymouth, 0.78 mile. The earnings and expenses in the following statements include the earnings and running expenses over the lines referred to.

GAUGE.

Gauge of lines,	4 ft. 8 $\frac{1}{2}$ in. and 4 ft. 3 in.
Weight of rail per yard, { Steel,	44, 56, 62 and 67 lbs.
{ Iron,	44 lbs.

TELEGRAPH LINES.

Length of lines in miles, 114; in Pennsylvania,	97
Number of miles of wire, 176; in Pennsylvania,	158

BRIDGES AND TRESTLES.

Wooden bridges, number of, 58; aggregate length,	3,152 feet.
Iron bridges, number of, 29; aggregate length,	2,259 feet.
Wooden trestles, number of, 17; aggregate length,	5,106 feet.
Total length of bridges and trestles,	10,517 feet.

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth: Lackawanna and Bloomsburg (D., L. & W.) Railroad, at Plymouth, Pa.; North and West Branch (Pennsylvania) Railroad, at South Wilkes-Barre, Pa.; Lehigh Valley

Railroad (branch or spur), at Wilkes-Barre, Pa. ; Lehigh Coal and Navigation Company (C. R. R. of N. J. spur) Railroad, at Wilkes-Barre, Pa. ; Lehigh Coal and Navigation Company (C. R. R. of N. J. spur) Railroad, at Miner's Mills, Pa. ; Delaware, Lackawanna and Western (coal branch) Railroad, at Minooka, Pa. ; Delaware, Lackawanna and Western (coal branch) Railroad, at below Scranton, Pa. ; Delaware, Lackawanna and Western (coal branch) Railroad, at Scranton, Pa.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth : Lehigh Valley (coal branch) Railroad, at below Pleasant Valley, Pa. ; Lehigh Valley (freight and coal line) Railroad, at below Pleasant Valley, Pa. ; Erie and Wyoming Valley Railroad, at Pleasant Valley, Pa. ; Delaware, Lackawanna and Western Railroad, at Scranton, Pa. ; New York, Susquehanna and Western Railroad, at Winton, Pa. ; New York, Lake Erie and Western Railroad, at Lanesboro', Pa.

Number of crossings of highways, at grade, in this Commonwealth,	114
Number of crossings of highways over railroad,	9
Number of crossings of highways under railroad,	23
Number of crossings at which gates or flagmen are maintained, . . .	30
Number of crossings at which there are neither gates nor flagmen, .	84

Statement of regulations governing employes in regard to these crossings : Employes are required to keep the crossings clear, and not to allow teams to drive on while trains are approaching.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, { Passenger, 15, { Freight, 15,	17	13
Number of stations on gravity road, { Passenger, 4, { Freight, 3,	4	4
Number of stations on leased roads, { Passenger, 11, { Freight, 11,	11	11
Number of engine houses and shops owned by the company,	10	9
Number of fuel and water stations on main line,	13	12
Number of fuel and water stations on leased roads,	3	3

Material of foundation upon which track is laid : Earth, gravel, cinders and culm.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
<i>Gravity Road.</i>		
Locomotives,	2	\$2,400 00
Passenger, baggage and summer cars,	31	519 00
Small coal cars,	4,587	189 00
Small box and flat cars,	94	193 00
Gravel, etc., cars,	43	161 00
Steam shovels,	2	2,609 38
<i>Locomotive Road.</i>		
Locomotives,	79	\$7,741 00
Passenger cars, first-class,	21	.....
Passenger cars, second-class,	2	.....
Total passenger cars,	23	\$3,378 00
Baggage, mail and express cars,	9	2,367 00
Freight cars, 8-wheel,	26	225 00
Caboose cars,	41	324 00
Cars, roadway department, 8-wheel,	30	219 00

Train brake in use : Westinghouse air brake on passenger trains on locomotive road.

CHARACTERISTICS OF ROAD—CONTINUED.

Average number of cars in passenger trains, including mail, express and baggage cars,	3
Average number of cars in freight trains,	19
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	118
Average weight of freight trains, including locomotive and tender, in working order, in tons,	500

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	2,270
Same in Pennsylvania,	2,148

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

*Number of miles run by passenger trains,	240,484
*Number of miles run by freight and coal trains,	1,138,274
*Total number of miles run,	1,378,758
*Number of passengers carried one mile in Pennsylvania,	9,922,841
Net cost per mile for each passenger carried on locomotive road,	1 $\frac{12}{100}$ cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	621,610
Number of tons of 2,000 pounds of local freight for the year,	6,586,635
Number of tons of freight carried one mile,	285,962,061
Number of tons of freight carried one mile in Pennsylvania,	253,930,230
Gross amount of tonnage for the year (2,000 pounds per ton),	7,208,245
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	20
Average rate of speed adopted by express trains, including stops (miles per hour),	27
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	6,074,200	Agricultural products,	72,338
Bituminous coal and coke,	98,657	Merchandise and manufactures,	145,034
Petroleum and other oils,	15,265	Live stock,	6,541
Pig iron,	155,778	Lumber,	143,268
Railroad iron,	149,219	Other articles,	92,112
Other iron or castings,	21,233		
Iron and other ores,	204,084	Total,	7,208,245
Stone and lime,	30,516		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal, per ton per mile,	\$0.0074
† For local freight and coal, per ton per mile,	0.01415

* This information relates to locomotive road only. No record has been kept of gravity train mileage or passengers carried one mile.

† Exclusive of company's own coal transported over gravity road.

* EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888.	518	15,255	\$427 27	77,452	649,432	\$18,428 64	77,970	664,687	\$18,855 91
February, 1888.	356	10,281	303 79	68,671	603,299	17,438 17	69,027	613,580	17,741 96
March, 1888.	324	11,028	324 40	86,054	742,656	20,810 85	86,378	753,684	21,135 05
April, 1888.	675	27,551	627 97	75,841	700,938	19,617 15	76,516	728,489	20,245 12
May, 1888.	909	25,537	523 83	80,259	786,796	21,307 29	81,168	812,333	21,831 12
June, 1888.	1,215	64,590	675 33	72,948	752,690	19,846 74	74,163	817,280	20,522 07
July, 1888.	2,092	107,311	1,236 77	92,785	995,862	24,554 12	94,877	1,103,173	25,790 89
August, 1888.	829	42,824	855 47	106,654	1,172,447	28,440 74	107,483	1,215,271	29,296 21
September, 1888.	725	34,745	838 13	91,098	893,804	18,783 62	91,823	928,549	19,621 75
October, 1888.	497	16,315	451 76	93,187	847,873	23,016 48	93,684	864,188	23,468 24
November, 1888.	1,588	95,463	866 13	84,129	752,779	20,556 17	85,717	848,242	21,422 30
December, 1888.	1,601	23,061	579 16	87,322	787,953	22,532 66	88,923	811,014	23,111 82
Total, . . .	11,329	473,961	\$7,709 81	1,016,400	9,686,529	\$255,332 63	1,027,729	10,160,490	\$263,042 44

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers, 2½ to 3 cents; for first-class way passengers, 2½ to 3 cents; for second-class through passengers, 1½ to 2 cents; for second-class way passengers, 2 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888.	31,653	1,970,309	\$12,639 79	507,118	20,419,119	\$216,351 34	538,771	22,389,428	\$228,991 13
February, 1888.	33,985	1,778,099	12,867 37	543,280	22,803,579	226,820 13	577,265	24,581,678	239,687 50
March, 1888.	27,817	1,333,459	10,924 20	517,008	21,082,279	220,889 21	544,825	22,415,738	231,813 41
April, 1888.	54,751	3,228,805	25,914 65	444,642	16,978,047	174,703 15	499,393	20,206,852	200,647 77
May, 1888.	68,680	4,239,325	29,057 08	465,486	17,362,189	197,931 32	534,166	21,601,314	226,988 40
June, 1888.	45,709	3,118,254	22,627 13	444,438	21,433,722	239,262 21	690,147	24,551,976	261,889 34
July, 1888.	54,756	3,036,278	21,166 53	553,212	21,683,788	232,683 84	607,968	24,720,066	253,850 37
August, 1888.	60,287	3,638,438	28,195 73	682,905	25,972,250	269,722 33	743,192	29,610,688	297,918 06
September, 1888.	55,715	3,410,403	26,738 77	562,813	21,263,752	232,389 76	618,528	24,674,155	259,128 53
October, 1888.	72,591	4,166,419	32,512 86	599,189	22,549,471	255,539 83	671,780	26,715,890	288,052 69
November, 1888.	58,387	3,210,531	22,138 27	530,117	20,104,130	228,427 07	588,504	23,314,661	250,565 34
December, 1888.	57,279	3,362,727	24,848 46	536,427	17,816,688	190,463 86	593,706	21,179,415	215,252 32
Total, . . .	621,610	36,493,047	\$269,660 84	6,586,635	249,469,014	\$2,685,124 02	7,208,245	285,962,061	\$2,954,784 86

* The information on this page relates to the locomotive road only. The number of passengers and mileage of same for gravity road has not been kept. The earnings from passengers carried on the gravity road are included in miscellaneous receipts, page 256.

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888,	\$396 28	\$655 31	\$9,969 92	\$11,021 51
February, 1888,	396 30	628 48	7,263 76	8,288 54
March, 1888,	396 31	891 03	8,165 89	9,453 23
April, 1888,	396 28	882 76	7,594 46	8,823 50
May, 1888,	396 30	948 35	7,200 74	8,545 39
June, 1888,	396 31	842 57	8,787 43	10,026 31
July, 1888,	396 28	785 49	10,601 82	11,783 59
August, 1888,	396 30	1,014 53	14,342 51	15,753 34
September, 1888,	396 31	900 90	11,310 68	12,677 89
October, 1888,	396 28	987 20	9,971 24	11,354 72
November, 1888,	396 30	772 58	9,003 93	10,172 81
December, 1888,	396 31	898 33	8,181 72	9,576 36
Total,	\$4,755 56	\$10,327 53	\$112,394 10	\$127,477 19

RECAPITULATION.

Total passenger earnings for the year,	\$263,042 44
Total freight earnings for the year,	2,954,784 86
Total earnings from all other sources,	127,477 19
Total earnings for the year,	<u>\$3,345,304 49</u>
Total receipts from all sources on whole length of line,	\$3,345,304 49
Proportion of earnings in Pennsylvania to earnings of whole line,	<u>87⁸⁵/₁₀₀ per cent.</u>

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$60,389 76
Land or land damages,	3,945 00
Passenger and freight houses,	8,557 60
New locomotives, number, 8,	79,450 00
New passenger cars, including summer cars, number, 10,	9,395 11
New baggage, mail and express cars, number, 2,	3,550 00
New gravity freight cars, number, 6,	1,500 00
New gravity coal cars, number, 348,	66,190 00
New caboose cars, number, 4,	1,200 00
New shops (machine and car), and engine houses,	19,666 48
Credit by depreciation in value of equipment, 1888,	24,250 94
Total,	<u>\$229,593 01</u>
Proportion for Pennsylvania,	<u>24,061 18</u>

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$351 22	\$10 00	\$361 22
Agents,	4,034 31	18,345 96	22,380 27
Baggage masters,	3,816 85		3,816 85
Brakemen,	5,725 27	227,842 00	233,567 27
Car service,	918 95	175,402 24	174,483 29
Clerks,	1,417 15	9,172 98	10,590 13
Conductors and train agents,	5,725 28	94,097 83	99,823 11
Dispatchers,		2,520 00	2,520 00
Docks, dredging and cleaning,		8,858 37	8,858 37
Expenses of stations, except labor,	661 29	1,674 69	2,335 98
Heating cars,	270 25		270 25
Heating stations,	90 14	160 09	250 23
Incidentals,	1,435 75	6,684 53	8,120 28
Insurance,	1,108 56	2,710 57	3,819 13
Labor at stations,	5,955 42	12,497 62	18,453 04
Lighting cars,	160 10		160 10
Lighting stations,	38 25	100 20	138 45
Loss and damage,	429 45	2,267 78	2,697 23
Stations, repairs of, and furniture for, and other buildings,	2,664 00	21,637 74	24,301 74
Switchmen and flagmen,	2,647 28	10,895 80	13,543 08
Telegraph expenses,		6,510 45	6,510 45
Watchmen,	294 14	1,210 64	1,504 78
Wharves and landings, repairs of,		23,044 55	23,044 55
Wrecks, clearing,		3,197 03	3,197 03
Use of other company's tracks,	2,400 00	198,609 16	201,009 16
Transferring coal to boats and cars, Honesdale,		79,678 64	79,678 64
Hauling coal to gravity road,		302,555 46	302,555 46
Total,	\$38,305 76	\$1,209,684 33	\$1,247,990 09
MOTIVE POWER.			
Enginemen and firemen, passenger,	\$13,655 32		\$13,655 32
Enginemen and firemen, freight,		\$185,007 89	185,007 89
Repairs of wire ropes,		27,171 27	27,171 27
Fuel for locomotives and stationary engines,	7,949 79	156,121 15	164,070 94
Incidentals,	1,581 72	9,591 09	11,172 81
Locomotives, repairs of, and stationary engines,	9,964 76	128,308 78	138,273 54
Oil for locomotives,	1,252 15	6,012 52	7,264 65
Waste for locomotives,	350 18	1,275 04	1,625 22
Water, wood and coal stations, expenses and repairs of,	80 00	1,205 25	1,285 25
Total,	\$34,833 90	\$514,692 99	\$549,526 89
MAINTENANCE OF WAY.			
Bridges, repairs of,	\$2,114 42	\$12,534 09	\$14,648 51
Fences, repairs of,	438 40	2,917 83	3,356 23
Cross-ties,	7,068 10	39,897 11	46,965 21
Incidentals,	1,296 80	8,066 03	9,362 83
Rails, steel,	3,041 94	18,192 96	21,234 90
Road-bed, repairs of, labor and material,	11,755 03	137,619 66	149,374 69
Switches, frogs, fastenings, etc.,	760 48	4,548 24	5,308 72
Taxes on real estate for road,	396 33	2,265 79	2,662 12
Total,	\$26,871 50	\$226,041 71	\$252,913 21
MAINTENANCE OF CARS.			
Cars, repairs of freight,		\$88,050 92	\$88,050 92
Cars, repairs of passenger, baggage, express and postal,	\$6,994 11		6,994 11
Oil, tallow, waste, etc.,	240 01	650 30	890 31
Total,	\$7,234 12	\$88,701 22	\$95,935 34
GENERAL EXPENSES.			
Incidentals and legal expenses,	\$270 00	\$932 54	\$1,202 54
Office expenses, repairs and furniture,	226 52	9,205 98	9,432 50
Salaries of president and other officers,	3,283 00	12,522 46	15,805 46
Stationery and blanks,	2,113 84	3,628 53	5,742 37
Total,	\$5,893 36	\$26,289 51	\$32,182 87

EARNINGS—SUMMARY.

Passenger transportation, local, \$255,332.63 ; through, \$7,709.81, total,	\$263,042 44
Freight transportation, local, \$2,685,124.02 ; through, \$269,660.84 ; total,	2,954,784 86
Mail service, \$1,755.56 ; express service, \$10,327.53 ; total,	15,083 09
Miscellaneous,	112,394 10
Total,	<u>\$3,345,304 49</u>

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$38,305 76	\$1,209,684 33	\$1,247,990 09
Motive power,	34,833 90	514,692 99	549,526 89
Maintenance of way,	26,871 50	226,041 71	252,913 21
Maintenance of cars,	7,234 12	88,701 22	95,935 34
General expenses,	5,893 36	26,289 51	32,182 87
Total operating expenses,			<u>\$2,178,548 40</u>
Expenditures charged to cost of road, real estate and equipment during the year,			229,593 01
Total expenditures during the year,			<u>\$2,408,141 41</u>

Operating expenses, 65.12 per cent. of earnings.

Earnings per mile of road operated,	\$22,008 58
Expenses per mile of road operated,	14,332 55

Net earnings,	<u>\$7,676 03</u>
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GENERAL BALANCE SHEET, 1888.

ASSETS.	
Canal,	\$6,339,210 49
Railroad and equipment,	7,457,659 88
Real estate,	10,894,092 66
Mine improvements,	2,388,709 02
Mine fixtures and equipment,	451,160 13
Boats, barges and steamboats,	752,321 05
Coal yards and fixtures,	137,886 93
Lackawanna and Susquehanna Railroad,	1,022,938 15
Cherry Valley, Sharon and Albany Railroad,	210,000 00
New York and Canada Railroad,	3,895,665 55
Mechanicville and Fort Edward Railroad,	59,971 99
Schenectady and Mechanicville Railroad,	213,761 00
Construction, Albany and Susquehanna Railroad,	93,417 76
Telegraph lines,	14,734 80
Supplies on hand,	1,015,583 57
Shop machinery, tools, etc.,	246,293 54
Coal on hand,	201,299 27
Advances to leased lines,	328,933 58
Miscellaneous assets, viz: Bonds,	133,520 00
Stocks, as follows :	
Albany and Susquehanna Railroad, 6,500 shares,	\$650,000 00
Rensselaer and Saratoga Railroad, 16,000 shares,	1,600,000 00
Rutland Railroad, 40,000 shares,	1,500,000 00
Sundry stocks,	292,999 00
	<u>4,042,999 00</u>
Advanced royalties on coal,	788,184 81
Cash,	3,719,169 11
Bills and accounts receivable,	\$2,987,800 03
Less December pay-rolls and vouchers payable after January 1,	1,774,940 32
	<u>1,212,859 71</u>
	<u>\$45,620,372 00</u>

GENERAL BALANCE SHEET, 1888--CONTINUED.

LIABILITIES.	
Capital stock,	\$24,500,000 00
Bonds :	
1891,	\$5,549,000 00
1894,	4,829,000 00
1917,	5,000,000 00
	<hr/> 15,378,000 00
Interest and dividends payable January 1, 1889,	550,618 00
Depositors,	77,291 08
Dividends and interest unpaid,	105,783 08
Surplus or dividend fund,	5,008,679 84
	<hr/> <hr/> \$45,620,372 00

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : National Express Company ; one-half net earnings.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : Erie Despatch, Traders' Despatch, Inter-State Despatch, Philadelphia and Boston Line, Lehigh and Boston Line. We receive proportion of rates established by them.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? No.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: Mails carried for compensation fixed by the Government, based upon weights taken every four years.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: March 15th, June 15th, September 15th, December 15th, 1½ per cent. each.

Paid in dividends,	\$1,470,000 00
Balance for the year, or surplus,	1,520,504 27
Surplus at commencement of the year,	3,488,175 57
	<hr/>
Total surplus,	\$5,008,679 84
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ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	.....	1	.....	2	.....	3
Employees,	1	10	8	28	9	38
Others, . . . . .	.....	.....	21	26	21	26
Total,	1	11	29	56	30	67

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Samuel Sloan,	President,	New York city.
Percy R. Pyne,	Vice President,	New York city.
Edwin R. Holden,	Second Vice President,	New York city.
Fred. F. Chambers,	Secretary,	Somerville, N. J.
Frederick H. Gibbens,	Treasurer,	New York city.
Fred. F. Chambers,	Auditor,	
Moses Taylor Pyne,	General Solicitor,	New York city.
James Archbald,	Chief Engineer,	Scranton, Pa.
William F. Hallstead,	General Manager,	Scranton, Pa.
Garrett Bogart,	Division Superintendent,	Scranton, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John I. Blair,	Blairstown, N. J.	Sidney Dillon,	New York city.
George Bliss,	New York city.	Russell Sage,	New York city.
Percy R. Pyne,	New York city.	Edgar S. Auchincloss,	New York city.
Wilson G. Hunt,	New York city.	Andrew T. McClintock,	Wilkes-Barre, Pa.
Elias S. Higgins,	New York city.	Gardener R. Colby,	East Orange, N. J.
Benjamin G. Clarke,	Jersey City, N. J.	William H. Appleton,	New York city.
Jay Gould,	New York city.	William W. Astor,	New York city.

Date of annual meeting for election of directors: Tuesday preceding last Friday in February.

GENERAL INFORMATION.

Name of road and by whom operated: The Delaware, Lackawanna and Western Railroad Company.

By what authority: Special act of Pennsylvania, approved March 11, 1853.

With what other companies consolidated: Keyser Valley Railroad Company, Nanticoke Coal and Iron Company and Lackawanna and Bloomsburg Railroad Company.

Date of consolidation: December 27, 1865; August 12, 1870; June 17, 1873, respectively.

The general offices of the company are located at No. 26 Exchange place, New York city.

For information concerning this report, address Fred. F. Chambers, Secretary and Auditor.

How are the passenger cars on your road heated, lighted and ventilated: Heated by Spear and Baker heaters; all through trains by the Gold steam heating system. Lighted by oil lamps; ventilated by transom and Creamer ventilators.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Originally the Leggett's Gap Railroad, incorporated by special act of Pennsylvania, approved April 7, 1832; name changed to Lackawanna and Western Railroad by

special act of Pennsylvania, approved April 14, 1851, and consolidated under special act of Pennsylvania approved March 11, 1853, with the Delaware and Cobb's Gap Railroad (incorporated by special act of Pennsylvania approved April 7, 1849), under present title.

Road opened from Scranton to Great Bend, October 20, 1851, and from Scranton to Delaware river May 27, 1856.

CAPITAL STOCK.

Amount authorized by law is not to exceed amount expended for construction.

Amount authorized by votes of company,	\$26,200,000 00
Amount subscribed,	26,200,000 00
Amount now paid in,	26,200,000 00
Number of shares issued,	524,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Convertible bonds (due June 1, 1892; bear interest at 7 per cent, which is payable June and December 1), amount,	\$600,000 00
First consolidated bonds (due September 1, 1907, which is payable March and September 1), amount,	3,067,000 00
Lackawanna and Bloomsburg Railroad bonds (due May 15, 1890, which is payable May 15 and November 15), amount,	7,000 00
Total amount of funded debt,	\$3,674,000 00

UNFUNDED DEBT.

Excess of accounts receivable over accounts payable, \$2,582,749 93	
Total amount of funded and unfunded debt,	3,674,000 00
Funded debt as per last report,	\$3,674,000 00

COST.

Cost of coal lands and improvements and other property, December 31, 1887,	\$8,070,834 99
Cost of roads owned to December 31, 1887,	16,840,824 91
Total cost of roads owned to date,	16,840,824 91
Average of same per mile of road laid,	79,685 93
Average of same per mile of single track,	31,433 52
Proportion of same for Pennsylvania,	79,685 93
Cost of equipment owned to December 31, 1887,	9,757,565 88
Average cost of equipment per mile of road owned by the company,	\$46,169 99
Proportion of same for Pennsylvania,	46,169 99
Cost of road and equipment per mile (of road owned by company),	125,855 92
Proportion of same for Pennsylvania,	125,855 92
Total cost of roads and equipment,	\$26,598,390 79 }
Total cost of coal lands, etc.,	7,939,834 99 }
Proportion of same for Pennsylvania,	34,538,225 78

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penna.
Length of main line, from Delaware river to Pennsylvania and New York State line,	114.61	114.61
Length of second main track,	114.61	114.61
BRANCHES.		
Lackawanna and Bloomsburg branch, from Scranton to Northumberland,	80.00	80.00
Winton branch, from Nay Aug to Winton,	57.32	57.32
Keyser Valley branch, from Junction with main line to Keyser Valley,	22.68	22.68
Storr's branch, from Winton Junction to Storr's Mine,	7.50	7.50
Length of road,	7.50	7.50
Length of single track,	7.50	7.50
Length of double track,	7.50	7.50
Length of road,	6.43	6.43
Length of single track,	4.11	4.11
Length of double track,	2.32	2.32
Length of road,	2.80	2.80
Length of single track,	2.80	2.80
LEASED ROADS.		
New York, Lackawanna and Western Railway, from State line to State line, New York, in township of Athens, county of Bradford,	6.41	6.41
Length of road,	6.41	6.41
Length of double track,	6.41	6.41
SUMMARY.		
Length of main line,	114.61	114.61
Length of branches owned by the company,	96.73	96.73
Length of leased roads,	6.41	6.41
Total length of all roads owned, leased and operated,	217.75	217.75
Length of second track,	114.61	114.61
Length of sidings and other tracks not above enumerated,	184.81	184.81
Length of all tracks,	518.58	518.58

GAUGE.

Gauge of lines, 4 ft. 8½ in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	460.70	460.70
Miles of track laid with iron rail on lines owned, leased or operated,	87.88	87.88

Weight of rail per yard, { Steel, 60 to 68½ lbs.
 { Iron, 65 lbs.

TELEGRAPH LINES.

Length of lines in miles in Pennsylvania, 114.69
 Number of miles of wire in Pennsylvania, 162.69

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 27
 Wooden bridges, number of, 10; aggregate length, 807 feet.
 Stone bridges, number of, 5; aggregate length, 280 feet.
 Iron bridges, number of, 12; aggregate length, 2,247 feet.
 Total length of bridges and trestles, 3,334 feet.

CROSSINGS.

Railroads crossing at grade lines owned by the company in this Commonwealth: Lehigh Valley Railroad, at Pittston; Branch of Delaware and Hudson Canal Company Railroad, at Plymouth Junction; Delaware and Hudson Canal Company Railroad, at Taylorville; Delaware and Hudson Canal Company Railroad, at Scranton.

CHARACTERISTICS OF ROAD—CONTINUED.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Philadelphia and Reading Railroad, at Rupert; Delaware and Hudson Canal Company Railroad, at Scranton; New York and Pennsylvania Canal and Railroad, at Pittston; Pennsylvania Coal Company Railroad, at No. Six; Erie and Wyoming Railroad, at No. Six; Erie and Wyoming Railroad, at Nay Aug; New York, Susquehanna and Western Railroad, at between Water Gap and Stroudsburg; Central Railroad of New Jersey, at Scranton.

Number of crossings of highways, at grade, in this Commonwealth,	156
Number of crossings of highways over railroad,	12
Number of crossings of highways under railroad,	17
Number of crossings at which gates or flagmen are maintained, . .	32
Number of crossings at which there are neither gates nor flagmen, .	124

Statement of regulations governing employ  s in regard to these crossings: Engineers are positively required to commence ringing the bell at least eighty rods from every road crossing, and to continue ringing until crossing is passed.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	26	26
Number of stations on branches, passenger and freight,	25	25
Number of stations on leased roads, passenger and freight,	2	2
Number of engine houses and shops owned by the company,	6	6
Number of fuel and water stations on main line,	24	21
Number of fuel and water stations on branches,	14	14
Number of fuel and water stations on leased roads,	1	1
Number of tunnels on all lines owned by the company,	3	3
Aggregate length of tunnels,	3,540	3,540

Material of foundation upon which track is laid: Gravel.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Director car,	1	\$10,000 00
Drawing room (�� interest),	12	5,000 00
Sleeping cars (�� interest),	14	5,000 00
Locomotives,	237	10,000 00
Passenger cars, first class,	58	4,300 00
Passenger cars, "smokers,"	12	3,800 00
Total passenger cars,	70	
Baggage, mail and express cars,	43	2,500 00
Freight cars, 8-wheel,	11,066	450 00
Freight cars, 4-wheel,	12,803	175 00
Total freight cars,	23,869	
Steamboats (including ferry boats and tugs),	1	11,500 00
Floating equipment, other than "Steamboats," coal barges,	61	1,200 00
Cars, roadway department, 8-wheel,	15	1,000 00
Cars, roadway department, 4-wheel,	195	175 00
Hand cars and hand trucks,	166	28 00

Train brake in use: Westinghouse air brake.

Average number of cars in passenger trains, including mail, express and baggage cars,	5
Average number of cars in freight trains,	25 to 30
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	150
Average weight of freight trains, including locomotive and tender, in working order, in tons,	450

CHARACTERISTICS OF ROAD—CONTINUED.

EMPLOYES.

Average number of persons regularly employed by company, including officials,	3,550
Same in Pennsylvania,	3,550

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	1,024,185
Number of miles run by freight and coal trains,	7,270,628
Total number of miles run,	8,294,813
Number of passengers carried one mile in Pennsylvania,	36,835,793
Net cost per mile for each passenger carried,	1.786 cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	\$8,192,919
Number of tons of 2 000 pounds of local freight for the year,	1,916,425
Number of tons of freight carried one mile.	581,368,957
Number of tons of freight carried one mile in Pennsylvania,	51,314,635
Gross amount of tonnage for the year (2,000 pounds per ton),	10,109,344
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	25
Average rate of speed adopted by express trains, including stops (miles per hour),	35
Average rate of speed adopted by freight trains, including stops (miles per hour),	12 to 15

THE AMOUNT OF FREIGHT. IN TONS OF 2,000 POUNDS.

Anthracite coal,	7,818,618	Agricultural products,	351,929
Bituminous coal and coke,	206,999	Merchandise and manufactures,	305,584
Petroleum and other oils,	23,316	Live stock,	34,578
Pig iron,	162,068	Lumber,	356,260
Railroad iron,	181,781	Other articles,	245,560
Other iron or castings,	130,520		
Iron and other ores,	141,234	Total,	10,109,344
Stone and lime,	150,897		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, per ton per mile,	0.887 cents.
For through coal, per ton per mile,	1.062 cents.
For local freight, per ton per mile,	1.517 cents.
For local coal, per ton per mile,	1.292 cents.

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888.	12,086	784,033	\$18,164 46	90,447	1,212,143	\$30,234 54	102,533	1,996,176	\$48,399 00
February, 1888.	11,789	767,454	17,337 48	85,520	1,185,428	28,139 13	97,309	1,952,882	45,476 61
March, 1888.	12, 13	829,054	17,949 63	105,053	1,377,293	30,890 87	117,666	2,206,847	48,840 50
April, 1888.	14,950	1,017,532	21,997 86	97,086	1,391,002	32,261 44	112,036	2,408,554	51,239 30
May, 1888.	18,139	1,221,188	26,087 93	96,837	1,477,463	33,579 53	114,976	2,698,651	59,667 46
June, 1888.	22,919	1,632,158	29,127 21	97,604	1,510,689	34,182 77	120,523	3,142,847	63,309 98
July, 1888.	29,558	2,063,849	39,901 87	105,835	1,638,623	36,424 54	135,393	3,702,472	76,326 41
August, 1888.	46,314	3,171,183	53,991 57	113,934	1,863,110	41,063 21	160,248	5,034,293	95,051 78
September, 1888.	30,090	1,687,865	36,139 44	114,704	1,977,019	42,651 97	144,794	3,664,884	78,791 41
October, 1888.	30,398	2,324,743	40,521 62	112,401	1,711,295	37,958 85	142,802	4,036,038	78,483 47
November, 1888.	20,326	1,492,923	30,015 63	98,998	1,371,355	33,098 93	119,324	2,864,278	63,111 56
December, 1888.	19,905	1,507,714	28,475 64	120,446	1,620,657	36,122 55	140,351	3,128,371	64,598 19
Total,	269,087	18,499,716	\$359,713 34	1,238,868	18,336,077	\$416,608 33	1,507,955	36,835,793	\$776,321 67

THE RATE OF FARE FOR PASSENGERS CHARACTERIZED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers, 2 cents; for first class way passengers, 3 cents; for second class through passengers, 2 cents; for second class way passengers, 3 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888.	664,589	43,656,395	\$489,023 76	173,077	4,202,518	\$69,358 08	837,666	47,858,913	\$558,381 84
February, 1888.	687,496	44,991,962	508,256 08	179,569	4,697,114	69,054 47	867,065	49,689,076	577,310 55
March, 1888.	582,210	38,888,854	437,207 60	131,823	3,719,112	55,606 83	714,033	42,607,966	492,814 43
April, 1888.	534,005	36,132,493	388,207 17	122,797	3,295,671	51,558 66	656,802	39,448,167	439,765 83
May, 1888.	538,907	35,235,855	390,343 20	127,088	3,125,138	50,760 66	666,595	38,669,993	441,103 86
June, 1888.	644,072	40,301,692	459,001 97	163,670	4,165,796	57,496 33	807,742	44,467,488	516,501 30
July, 1888.	693,282	43,029,704	477,323 99	155,672	4,122,866	60,301 39	848,954	47,152,570	537,625 38
August, 1888.	834,129	51,911,283	573,189 43	165,329	5,091,433	73,367 21	999,458	57,002,716	646,858 64
September, 1888.	767,195	49,187,751	544,096 91	160,125	4,127,268	64,417 27	927,320	53,615,022	608,514 18
October, 1888.	904,989	57,656,571	643,086 91	194,348	5,113,519	71,129 14	1,099,337	62,769,890	717,216 08
November, 1888.	744,059	48,367,509	531,215 86	179,294	4,677,509	66,511 55	923,353	53,045,018	598,057 41
December, 1888.	598,886	40,674,250	411,814 56	163,033	4,376,888	62,559 91	761,919	45,951,138	474,401 50
Total,	8,192,919	530,054,322	\$5,853,130 47	1,916,425	51,314,635	\$755,421 53	10,109,344	581,368,957	\$6,608,552 00

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888,	\$2,016 27	\$10,111 64	\$39,631 33	\$51,759 24
February, 1888,	2,016 27	8,213 86	35,065 25	45,295 38
March, 1888,	2,016 27	15,927 40	38,153 23	56,096 90
April, 1888,	2,016 27	9,095 97	36,306 40	47,418 64
May, 1888,	2,016 27	12,120 86	37,595 44	51,732 57
June, 1888,	2,016 27	8,516 84	39,667 85	50,200 96
July, 1888,	2,016 27	12,254 58	39,410 56	53,681 41
August, 1888,	2,016 27	12,531 29	42,614 19	57,161 75
September, 1888,	2,016 27	17,347 79	43,127 90	62,491 96
October, 1888,	2,016 27	13,188 76	46,562 91	61,767 94
November, 1888,	2,016 27	16,352 93	48,952 68	67,321 88
December, 1888,	2,016 27	9,564 72	40,578 28	52,159 27
Total,	\$24,195 24	\$145,226 64	\$487,666 02	\$657,087 90

RECAPITULATION.

Total passenger earnings for the year,	\$776,321 67
Total freight earnings for the year,	6,608,552 00
Total earnings from all other sources,	657,087 90
Total earnings for the year,	\$8,041,961 57
Total receipts from all sources on whole length of line,	\$8,041,961 57
Proportion of earnings in Pennsylvania to earnings of whole line,	8,041,961 57

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Agents, clerks and laborers,	\$33,970 73	\$249,118 72	\$283,089 45
Car service,	20,677 34	205,734 32	226,411 66
Clerks,	4,741 33	34,769 77	39,511 10
Conductors and train agents and baggageman,	46,374 20	525,257 23	571,631 43
Expenses of stations, except labor,	1,300 50	9,536 94	10,837 44
Foreign agencies,	1,535 20	11,258 13	12,793 33
Incidentals,	5,471 71	40,125 89	45,597 60
Insurance,	450 37	3,302 76	3,753 13
Legal expenses,	3,224 86	23,648 97	26,873 83
Loss and damage,	324 03	46,976 40	47,300 43
Stationery and printing,	2,056 63	15,082 01	17,138 64
Stations, repairs of, and furniture for,	14,980 88	109,859 82	124,840 70
Switchmen, flagmen and watchmen,	8,562 48	62,791 53	71,354 01
Taxes, gross receipts and capital stock,	13,458 60	98,696 39	112,154 99
Telegraph expenses,	1,204 68	8,834 37	10,039 05
Injuries to persons,	9,178 80	1,251 65	10,430 45
Other expenses,	1,980 26	14,521 93	16,502 19
Total,	\$169,492 60	\$1,460,766 83	\$1,630,259 43
MOTIVE POWER.			
Enginemen and firemen, passenger,	\$66,522 20		\$66,522 20
Enginemen and firemen, freight,		\$416,146 08	416,146 08
Fuel for locomotives,	76,462 70	560,726 51	637,189 21
Incidentals,	2,428 03	17,805 56	20,233 59
Locomotives, repairs of,	36,159 74	419,533 78	455,693 52
Locomotive supplies,	5,660 09	38,236 65	43,896 74
Tools and machinery, repairs of,	4,694 31	34,424 97	39,119 28
Water, wood and coal stations, expenses and repairs of,	2,188 31	16,047 66	18,235 97
Total,	\$194,115 38	\$1,502,921 21	\$1,697,036 59

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.
MAINTENANCE OF WAY.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Bridges, repairs of,	\$8 856 80	\$64,949 89	\$73,806 69
Incidentals,	5,640 84	41,366 21	47,007 05
Rails, steel,	10,096 40	74,040 32	84,136 72
Road-bed, repairs of, labor and material, . .	59,804 54	438,566 64	498,371 18
Telegraph, repairs of,	339 17	2,487 23	2,826 40
Fences and gates,	1,559 72	11,437 92	12,997 64
Total,	\$86,297 47	\$632,848 21	\$719,145 68
MAINTENANCE OF CARS.			
Cars, repairs of freight, and new,		\$969,895 91	\$969,895 91
Cars, repairs of passenger, baggage, express and postal, and new,	155,712 31		155,712 31
Oil, tallow, waste, etc., train supplies, . . .	20,512 71	117,158 85	137,671 56
Depreciation of rolling stock charged off, . .	4,000 00	403,613 18	407,613 18
Total,	\$180,225 02	\$1,490,667 94	\$1,670,892 96
GENERAL EXPENSES.			
Clerks,	\$4,898 61	\$35,923 16	\$40,821 77
Incidentals and legal expenses,	13,189 84	96,725 54	109,915 38
Salaries of president and other officers, . . .	6,788 89	49,785 21	56,574 13
Stationery and blanks,	2,801 80	20,546 56	23,348 36
Total,	\$27,679 14	\$202,980 50	\$230,659 64

EARNINGS—SUMMARY.

Passenger transportation, local, \$416,608.33; through, \$359,713.34; total,	\$776,321 67
Freight transportation, local, \$755,421.53; through, \$5,853,130.47; total,	6,608,552 00
Mail service, \$24,195.24; express service, \$145,226.64; total,	169,421 88
Miscellaneous,	487,666.02
Total,	\$8,041,961 57

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$169,492 60	\$1,460,766 83	\$1,630,259 43
Motive power,	194,115 38	1,502,921 21	1,697,036 59
Maintenance of way,	86,297 47	632,848 21	719,145 68
Maintenance of cars,	180,225 02	1,490,667 94	1,670,892 96
General expenses,	27,679 14	202,980 50	230,659 64
Total operating expenses,			\$5,947,994 30
Total expenditures during the year,			\$5,947,994 30

Operating expenses, 73.96 per cent. of earnings.	
Earnings per mile of road operated,	\$38,052 24
Expenses per mile of road operated,	28,144 20
Net earnings,	2,093,967 27

The foregoing statements only include the operations of the transportation department.

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Cost of railroad and appurtenances, coal mines and other property,	\$34,538,225 78
Materials on hand at mines and in shops, etc.,	1,361,912 97
Accounts and notes receivable,	\$8,127,545 50
Sundry stocks and bonds valued at,	5,873,340 00
	14,000,885 50
	\$49,901,024 25

GENERAL BALANCE SHEET, 1888—CONTINUED.

LIABILITIES.

Capital stock,	\$26,200,000 00
Funded debt,	3,674,000 00
Unfunded debt incurred for construction, equipment, etc.,	5,544,795 57
Surplus account,	14,482,228 68
	<u>\$49,901,024 25</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: United States Express Company; about \$12,000.00 per month.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: The Lackawanna line, Great Eastern line, New York Despatch Refrigerator line, Lackawanna Live Stock Express, American Refrigerator Transit Company; pro rates; use of track, etc., same conditions as with all other cars.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular: Both cars of this company and said lines are used. Cars and freight are moved in same trains with other through freight.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reason therefor: The Peipher line, running between Harrisburg and New York, who furnish their own cars, is the only instance, and to them a slight abatement from the rate is made as a compensation for car service and for terminal expenses at Harrisburg.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why: None whatever. All shippers have equal privileges over our lines.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates: Joint ownership with Pullman Palace Car Company, under agreement dividing net earnings equally. Rates made by said car company.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service: About \$24,000.00 per annum; allotment by department.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: Payable April 20, 1888, at $1\frac{3}{4}$ per cent.; payable July 20, 1888, at $1\frac{3}{4}$ per cent.; payable October 20, 1888, at $1\frac{3}{4}$ per cent.; payable January 21, 1889, at $1\frac{3}{4}$ per cent.

Paid in dividends, cash,	\$1,834,000 00
Balance for the year, or surplus,	\$1,666,262 47
Surplus at commencement of the year,	12,815,966 21
Total surplus,	<u>\$14,482,228 68</u>

Surplus invested as follows:

Cash,	\$1,225,401 81
Balance of accounts due company,	1,357,348 12
Material, fuel and stores,	1,361,912 97
Other items,	<u>10,537,565 78</u>

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employes,	10	22	9	8	19	30
Others,			21	9	21	9
Total,	10	22	30	17	40	39

DELAWARE RIVER AND LANCASTER RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Robert Crane,	President,	112 South Fourth street, Philadelphia, Pa.
Isaac W. Guldin,	Secretary,	Reading, Pa.
George Crane,	Treasurer,	Columbia, Pa.
E. D. North,	General Solicitor,	Lancaster, Pa.
E. F. Bartolet,	Chief Engineer,	Phoenixville, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Robert Crane,	Philadelphia, Pa.	Samuel R. Cassel, . . .	Blooming Glen, Pa.
John F. Hartranft, . . .	Philadelphia, Pa.	Joel Wenger,	Brownstown, Pa.
R. M. Bolenius,	Lancaster, Pa.	John K. Lineaweaver, .	Columbia, Pa.
Wm. A. Martin,	Lancaster, Pa.	George Crane,	Columbia, Pa.
George B. Wilson, . . .	Lancaster, Pa.	Levi Bingham,	Pughtown, Pa.
Isaac W. Guldin,	Reading, Pa.	Davis Knauer,	St. Peters, Pa.

GENERAL INFORMATION.

Name of road: Delaware River and Lancaster Railroad Company.

The general offices of the company are located at 49 North Duke street, Lancaster, Pa.

For information concerning this report, address George Crane, Columbia, Pa.

CAPITAL STOCK.

Amount authorized by law,	\$1,600,000 00
Amount authorized by votes of company,	1,600,000 00
Amount now paid in, common,	27,887 00
Number of shares issued,	522
Amount paid in on each share: Various amounts.	
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Bonds (bear interest at 6 per cent.), amount,	\$2,000,000 00
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UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	2,367 51
Total amount of funded and unfunded debt,	\$2,002,367 51
Funded debt as per last report,	\$2,000,000 00
Unfunded debt as per last report,	1,800 00

COST.

Cost of roads owned to December 31, 1887,	\$23,862 94
Cost of additions for the year ending December 31, 1888,	5,944 47
Total cost of roads owned to date,	<u>\$29,807 41</u>

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lancaster to Delaware River,	83	83

GAUGE.

Gauge of lines,	<u>4 ft. 9 ins.</u>
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DILLSBURG AND MECHANICSBURG RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Frederick Watts,	President,	Carlisle, Pa.
E. M. Biddle,	Secretary and Treasurer, . . .	Carlisle, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Frederick Watts,	Carlisle, Pa.	Wm. Penn Lloyd,	Mechanicsburg, Pa.
Thomas B. Kennedy,	Chambersburg, Pa.	Henry McCormick,	Harrisburg, Pa.
J. Herman Bosler,	Carlisle, Pa.	Christian Bender,	Dillsburg, Pa.
Joseph Milleisen,	Mechanicsburg, Pa.		

Date of annual meeting for election of directors : First Tuesday of May.

GENERAL INFORMATION.

Name of road : Dillsburg and Mechanicsburg Railroad.

By whom operated : Cumberland Valley Railroad Company.

By what authority : Agreement entered into between the two companies and approved by board of directors of Dillsburg and Mechanicsburg Railroad Company February 22, 1873.

The general offices of the company are located at Carlisle, Pa.

For information concerning this report, address E. M. Biddle, Treasurer, Carlisle, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter. Articles of association signed September 2, 1871. Contract for grading and bridging the road awarded, under resolution of board of directors of 7th October 1871, to Thomas Paxton.

CAPITAL STOCK.

Amount authorized by law,	\$400,000 00
Amount subscribed,	89,800 00
Amount now paid in : Common,	89,800 00
Number of shares issued,	1,796
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due October 1, 1895; bear interest at 6 per cent., which is payable April 1 and October 1), amount,	\$100,000 00
Funded debt as per last report,	\$100,000 00
Total cash realized from capital stock and debt,	189,800 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Dillsburg Junction to Dillsburg,	7.70	7.70
Length of single main track,	7.70	7.70
BRANCHES.		
Branch from Dillsburg to Ore Banks, length of single track,	2.00	2.00
SUMMARY.		
Length of main line,	7.70	7.70
Length of branches owned by the company,	2.00	2.00
Length of sidings and other tracks not above enumerated,	3.57	3.57
Length of all tracks,	13.27	13.27

GAUGE.

Gauge of lines,	4 ft. 9 ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	5.00	5.00
Miles of track laid with iron rail on lines owned, leased or operated, .	8.27	8.27

Weight of rail per yard, { Steel,	56 lbs.
{ Iron,	56 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	9
Wooden bridges, number of, 9; aggregate length,	508 ft. 6 ins.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth :
Harrisburg and Potomac Railroad, at .070 miles south of Williams' Grove.
Number of crossings of highways at grade, in this Commonwealth, 14
Number of crossings of highways over railroad, 1
Number of crossings at which there are neither gates nor flagmen, 14
Statement of regulations governing employ es in regard to these crossings: See Cumberland Valley Railroad report.

STATIONS.	TOTAL.	IN PENN'A.
Number of station on main line, passenger and freight,	3	3
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	1	1

Material of foundation upon which track is laid : Broken limestone and oak ties.
18 RAILROADS.

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	11,154
Number of miles run by freight and coal trains,	5,884
Total number of miles run,	17,038
Number of passengers carried one mile in Pennsylvania,	610,442
Net cost per mile for each passenger carried,	1.503
Number of tons of 2,000 pounds of local freight for the year,	83,931
Number of tons of freight carried one mile,	444,943
Number of tons of freight carried one mile in Pennsylvania,	444,943
Gross amount of tonnage for the year (2,000 lbs. per ton),	83,931
Average rate of speed adopted by ordinary passenger trains, includ- stops (miles per hour),	24
Average rate of speed adopted by freight trains, including stops, (miles per hour),	12

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	14,727	Agricultural products,	10,073
Bituminous coal and coke,	10,196	Merchandise and manufactures,	3,765
Petroleum and other oils,	39	Live stock,	791
Pig iron,	5,045	Lumber,	2,574
Railroad iron,	41	Other articles,	2,561
Other iron or castings,	736		
Iron and other ores,	33,162	Total,	83,931
Stone, lime and sand,	221		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal and local freight and coal, per ton per mile,	3.357 cents
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
January, 1888,	1,289	10,029	\$258 53
February, 1888,	1,274	9,991	222 40
March, 1888,	1,468	11,316	307 56
April, 1888,	1,363	10,362	292 62
May, 1888,	1,485	11,037	282 05
June, 1888,	4,487	32,812	574 41
July, 1888,	13,311	66,739	1,274 42
August, 1888,	87,113	376,252	6,405 77
September, 1888,	6,644	46,376	737 96
October, 1888,	1,235	9,414	251 97
November, 1888,	1,693	13,179	332 69
December, 1888,	1,632	12,935	321 11
Total,	122,994	610,442	\$11,261 49

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS
FOLLOWS:

For first-class through and way passengers, 1.845 cents.

EARNINGS FOR THE YEAR—CONTINUED.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	AMOUNT.
January, 1888,	6,992	\$1,199 17
February, 1888,	9,502	1,454 07
March, 1888,	6,656	1,211 20
April, 1888,	8,117	1,361 09
May, 1888,	6,900	968 75
June, 1888,	4,581	883 99
July, 1888,	3,216	680 38
August, 1888,	4,907	1,224 89
September, 1888,	8,331	1,618 25
October, 1888,	9,771	1,701 82
November, 1888,	8,675	1,475 52
December, 1888,	6,283	1,156 73
Total,	83,931	\$14,935 86

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	TOTAL.
January, 1888,	\$34 64	\$12 74	\$47 38
February, 1888,	34 64	13 48	48 12
March, 1888,	34 64	17 10	51 74
April, 1888,	34 64	26 80	61 44
May, 1888,	34 64	17 45	52 09
June, 1888,	34 70	38 12	72 82
July, 1888,	34 64	28 18	62 82
August, 1888,	34 64	92 08	126 72
September, 1888,	34 64	33 78	68 42
October, 1888,	34 64	25 46	60 10
November 1888,	34 64	25 93	60 57
December, 1888,	34 64	31 11	65 75
Total,	\$415 74	\$362 23	\$777 97

RECAPITULATION.

Total passenger earning for the year,	\$11,261 49
Total freight earnings for the year,	14,935 86
Total earnings from all other sources,	777 97
Total earnings for the year,	\$26,975 32
Total receipts from all sources on whole length of line,	\$26,975 32
Proportion of earnings in Pennsylvania to earnings of whole line,	26,975 32

EXPENDITURES FOR OPERATING DURING THE YEAR.
CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Agents,	\$142 64	\$499 20	\$641 84
Brakemen,	473 86	345 82	819 68
Cars, cleaning,	78 11		78 11
Car service,	987 48	338 67	1,376 15
Clerks,	7 85	189 71	197 56
Conductors and train agents,	359 75	216 26	576 01
Dispatchers,	10 26	10 26	20 52
Expenses of stations, except labor,	393 67	165 62	559 29
Heating cars,	52 99	12 68	65 67
Incidentals,	211 22		211 22
Insurance,	13 74	3 33	17 07
Labor at stations,		181 89	181 89
Mail expenses,	60 00		60 00
Stationery and printing,	31 80	39 34	71 14
Stations, repairs and furniture for,	1,749 30	226 63	1,975 93
Superintendents,	31 96	39 54	71 50
Switchmen,	15 00	15 00	30 00
Telegraph expenses,	100 00	10 37	110 37
Extraordinary expenses,		13 23	13 23
Total,	\$4,719 63	\$2,357 55	\$7,077 18
MOTIVE POWER.			
Enginemen and firemen, passenger and freight,	\$604 66	\$425 19	\$1,029 85
Engine houses and machine shops, etc., repairs of,	69 47	69 47	138 94
Fuel for heating,	1 00	1 00	2 00
Fuel for locomotives,	727 37	575 42	1,302 79
Incidentals,	355 96	355 97	711 93
Locomotives, repairs of,	439 47	215 35	654 82
Oil, tallow and waste,	49 75	35 30	85 05
Stationery and printing,	1 70	1 71	3 41
Watchmen,	139 00	139 00	278 00
Water, wood and coal stations, expenses and repairs of,	13 38	10 52	23 90
Total,	\$2,401 76	\$1,828 93	\$4,230 69
MAINTENANCE OF WAY.			
Ballast,	\$84 03	\$102 70	\$186 73
Bridges, repairs of,	21 43	26 17	47 60
Clerks,	7 35	8 99	16 34
Cross-ties,	486 19	594 23	1,080 42
Frogs,	15 44	18 87	34 31
Incidentals,	323 06	394 82	717 88
Road-bed, repairs of, labor and material,	188 45	230 32	418 77
Snow and ice removing,	97 59	119 28	216 87
Spikes,	16 87	20 62	37 49
Stationery and printing,	1 11	1 35	2 46
Switches,	14 84	18 13	32 97
Telegraph, repairs of,	1 17	1 44	2 61
Tools and repairs of tools,	24 09	29 44	53 53
Track, repairing,	481 99	589 10	1,071 09
Total,	\$1,763 61	\$2,155 46	\$3,919 07
GENERAL EXPENSES.			
Clerks,	\$56 41	\$69 79	\$126 20
Fuel and light,	33 63	41 60	75 23
Incidental and legal expenses,	5 57	6 92	12 49
Salaries of president and other officers,	135 89	168 11	304 00
Stationery and blanks,	41 21	164 86	206 07
Taxes on real estate,	18 25	22 58	40 83
Total,	\$290 96	\$473 86	\$764 82

EARNINGS—SUMMARY.

Passenger transportation,	\$11,261 49
Freight transportation,	14,935 80
Mail service, \$415.74; express service, \$362.23; total,	777 97
Total,	\$26,975 36

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$4,719 63	\$2,357 55	\$7,077 18
Motive power,	2,401 76	1,828 93	4,230 69
Maintenance of way,	1,763 61	2,155 46	3,919 07
General expenses,	290 96	473 86	764 82
Total operating expenses,	\$9,175 95	\$6,815 80	\$15,991 76
Total expenditures during the year,			\$15,991 76

Operating expenses, 59.283 per cent. of earnings.	
Earnings per mile of road operated, 9.70 miles,	\$2,781 00
Expenses per mile of road operated, 9.70 miles,	1,648 64
Net earnings, 9.70 miles,	1,132 36

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Cost of roadway,	\$183,707 84
Cash,	226 98
Cumberland Valley Railroad Company,	4,410 36
Profit and loss,	1,730 82
	<u>\$190,076 00</u>
LIABILITIES.	
Capital stock,	\$89,800 00
Bonds,	100,000 00
Dividends due,	276 00
	<u>\$190,076 00</u>

EXPRESS COMPANIES.

Names of express companies that run on the road : Adams Express Company.

UNITED STATES MAIL.

Compensation paid by the United States Government for transportation of its mails, and the terms of service : \$415.74 per annum.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year : May 25, 1888, dividend paid of 3 per cent.	
Paid in dividends, cash,	\$2,694 00
Balance for the year, or surplus,	1,613 81
Deficit at commencement of the year,	3,344 63
Total deficit,	<u>1,730 82</u>

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH RAIL-ROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	OFFICIAL ADDRESS.
Edwin D. Worcester,	President,	New York city.
Dwight W. Pardee,	Secretary and Treasurer, . .	New York city.
Charles G. Thayer,	Cashier,	Dunkirk, N. Y.
W. W. Lester,	Auditor,	Dunkirk, N. Y.
Oscar W. Johnson,	General Solicitor,	Fredonia, N. Y.
Darwin Thayer,	General Superintendent, . . .	Dunkirk, N. Y.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Edwin D. Worcester, . .	New York city.	Horace J. Hayden, . . .	New York city.
Cornelius Vanderbilt, .	New York city.	Dwight W. Pardee, . . .	New York city.
William K. Vanderbilt, .	New York city.	Darwin Thayer,	Fredonia, N. Y.
Frederick W. Vanderbilt,	New York city.	Oscar W. Johnson, . . .	Fredonia, N. Y.
Samuel F. Barger, . . .	New York city.	Rasselas Brown, . . .	Warren, Pa.
Charles C. Clark, . . .	New York city.	One vacancy.	
Chauncey M. Depew, . .	New York city.		

Date of annual meeting for election of directors, April 15.

GENERAL INFORMATION.

Name of road : Dunkirk, Allegheny Valley and Pittsburgh Railroad.

By whom operated : Dunkirk, Allegheny Valley and Pittsburgh Railroad Company.

By what authority : The laws of the States of Pennsylvania and New York.

With what other companies consolidated : Constituent companies are Dunkirk, Warren and Pittsburgh Railroad Company, Conewango Valley Railway Company, and Warren and Venango Railway Company.

Date of consolidation : The first two companies above named, forming the Dunkirk, Warren and Pittsburgh Railway Company, May 14, 1870, and that company, with the Warren and Venango Railway Company, forming the present company, December 31, 1872.

The general offices of the company are located at Dunkirk, N. Y.

For information concerning this report, address William M. Lester, Auditor.

How are the passenger cars on your road heated, lighted and ventilated ? Martin's anti-fire car heater ; candles ; slat ventilators.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Dunkirk, Allegheny Valley and Pittsburgh Railroad Company was formed by the consolidation of three companies under the laws of the States of New York and Pennsylvania known as their general consolidation acts. The line of this company is leased to the New York Central and Hudson River Railroad Company, but the operations are conducted by the lessor and separate accounts kept.

CAPITAL STOCK.

Amount authorized by law,	\$1,300,000 00
Amount subscribed,	1,300,000 00
Amount now paid in, common,	1,300,000 00
Number of shares issued,	13,000
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due June 1, 1900; bear interest at 7 per cent., which is payable June and December), amount,	\$2,000,000 00
Second mortgage bonds (due October 1, 1900; bear interest at 7 per cent., which is payable April and October) amount,	1,000,000 00
Third mortgage bonds (due October 1, 1900; bear interest at 7 per cent., which is payable April and October), amount,	200,000 00
Total amount of funded debt,	\$3,200,000 00

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property, advances by lessee,	\$224,717 07
Debt incurred for any other purpose and for what:	
For traffic balances and unpaid bills,	36,858 31
Total amount of unfunded debt,	261,575 38
Total amount of funded and unfunded debt,	\$3,461,575 38
Funded debt as per last report,	\$3,200,000 00
Unfunded debt as per last report,	269,344 31
Total cash realized from capital stock and debt,	\$4,761,575 38

COST.

Cost of roads owned to December 31, 1887,	\$4,558,150 07
Total cost of roads owned to date,	4,558,150 07
Average of same per mile of road laid,	50,310 71
Proportion of same for Pennsylvania,	2,430,007 16
Cost of equipment owned to December 31, 1887,	262,725 00
Total cost of equipment owned,	262,725 00
Average cost of equipment per mile of road owned by the company,	2,899 83
Average cost of equipment per mile of road operated by company,	2,899 83
Proportion of same for Pennsylvania,	140,062 00
Cost of road and equipment per mile (of road owned by company,	53,210 54
Proportion of same for Pennsylvania,	2,570,069 16
Total cost of roads and equipment,	4,820,875 07
Proportion of same for Pennsylvania,	2,570,069 16

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Dunkirk, N. Y., to Oil City, Pa.,	106.5	64.2
Length of single main track laid,	90.6	48.3
SUMMARY.		
Length of main line,	90.6	48.3
Total length of all roads owned, leased and operated,	90.6	48.3
Length of sidings and other tracks not above enumerated,	14.4	5.8
Length of all tracks,	105	54.1

CHARACTERISTICS OF ROAD—CONTINUED.

GAUGE.

Gauge of lines, 4 ft. 8½ ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	83.4	41.9
Miles of track laid with iron rail on lines owned, leased or operated, .	21.6	12.2

Weight of rail per yard, { Steel, 56 and 60 lbs.
 { Iron, 56 and 60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 90.6; in Pennsylvania, 48.3
 Number of miles of wire, 181.2; in Pennsylvania, 96.6

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 36
 Wooden bridges, number of, 16; aggregate length, 1,350 feet.
 Stone bridges, number of, 1; length, 8 feet.
 Iron bridges, number of, 11; aggregate length, 958 feet.
 Wooden trestles, number of, 8; aggregate length, 3,239 feet.
 Total length of bridges and trestles, 5,555 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth :
 Western New York and Pennsylvania Railroad, at Titusville, Pa.

Railroads crossing lines owned by the company either over or under grade in this
 Commonwealth : Philadelphia and Erie Railroad, at Youngsville, Pa.

Number of crossings of highways over railroad, 1
 Number of crossings of highways under railroad, 1
 Number of crossings at which there are neither gates nor flagmen, 36

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight, joint, . . .	23	12
Number of engine houses and shops owned by the company,	2	.....
Number of fuel and water stations on main line and branches,	9	5
Value of real estate held by the company, exclusive of roadway, . .	\$20,000 00	\$20,000 00

Material of foundation upon which track is laid : Gravel ballast and oak and hemlock ties.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	12	\$12,166 00
Passenger cars, first-class,	6	.....
Passenger cars, second class,	4	.....
Total passenger cars,	10	5,300 00
Baggage, mail and express cars,	2	3,000 00
Freight cars, 8-wheel,	88	.....
Total freight cars,	88	455 00
Pay cars,	1	2,000 00
Hand cars and hand trucks,	48	50 00

CHARACTERISTICS OF ROAD—CONTINUED.

Train brake in use : Westinghouse air brake on passenger trains ; wheel and chain brake on freight trains.	
Average number of cars in passenger trains, including mail, express and baggage cars,	3
Average number of cars in freight trains,	12
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	109
Average weight of freight trains, including locomotive and tender, in working order, in tons, loaded,	272

EMPLOYES.

Average number of persons regularly employed by company, including officials,	252
Same in Pennsylvania,	130

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	123,988
Number of miles run by freight and coal trains,	113,685
Total number of miles run,	237,673
Net cost per mile for each passenger carried, . . . . .	.03 cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	124,984
Number of tons of 2,000 pounds of local freight for the year,	52,230
Number of tons of freight carried one mile,	9,238,276
Number of tons of freight carried one mile in Pennsylvania,	4,304,612
Gross amount of tonnage for the year (2,000 pounds per ton),	177,214
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	24
Average rate of speed adopted by express trains including stops (miles per hour),	24
Average rate of speed adopted by freight trains, including stops (miles per hour),	13

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	11,145	Agricultural products,	24,116
Bituminous coal and coke, . .	8,150	Merchandise and manufactures, .	16,000
Petroleum and other oils, . . .	34,355	Live stock,	1,862
Pig iron,	330	Lumber,	64,537
Other iron or castings,	2,100	Other articles,	7,224
Iron and other ores,	75		
Stone, lime, sand and brick, . .	7,320	Total,	177,214

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, per ton per mile,	1.8 cents.
For through coal, per ton per mile, . . . . .	.8 cents.
For local freight, per ton per mile,	2.66 cents.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
October, 1887, . . .	693	25,011	\$646 40	14,527	184,604	\$5,383 91	15,220	209,615	\$6,030 31
November, 1887, . .	550	24,184	575 68	11,227	153,679	4,615 99	11,777	177,863	5,191 67
December, 1887, . .	504	15,434	523 21	11,195	155,375	4,793 18	11,699	170,809	5,316 39
January, 1888, . . .	525	14,730	504 01	8,742	131,425	3,969 01	9,267	146,155	4,473 05
February, 1888, . .	533	16,777	525 99	9,101	147,392	4,014 64	9,634	164,169	4,540 63
March, 1888, . . .	504	15,434	523 21	11,891	158,540	4,919 75	12,395	173,974	5,442 96
April, 1888, . . .	836	24,907	774 80	9,795	134,842	4,142 63	10,541	159,749	4,917 43
May, 1888, . . .	767	24,303	738 60	9,598	138,503	4,150 81	10,365	162,806	4,889 41
June, 1888, . . .	776	25,700	741 74	10,916	159,324	4,692 84	11,692	185,024	5,314 58
July, 1888, . . .	1,244	40,055	1,080 93	13,519	230,276	6,310 91	14,763	270,331	7,390 97
August, 1888, . . .	1,606	53,061	1,297 86	15,881	387,582	8,308 74	17,487	450,643	9,606 60
September, 1888, . .	736	26,000	783 67	12,960	240,863	6,407 48	13,696	266,863	7,191 15
Total,	9,274	305,596	\$8,716 10	139,262	2,232,405	\$61,619 05	148,536	2,538,001	\$70,335 15

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers, 2.8 cents; for first-class way passengers, 2.8 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
October, 1887, . . .	11,699	780,116	\$8,461 73	4,828	144,958	\$3,917 78	16,527	925,074	\$12,379 51
November, 1887, . .	10,870	688,439	7,593 89	4,247	119,594	3,232 63	15,117	808,033	10,826 52
December, 1887, . .	8,933	520,832	5,630 59	3,051	99,392	2,416 66	11,984	620,224	8,047 25
January, 1888, . . .	7,755	375,961	3,957 04	3,601	97,392	2,256 02	11,356	473,353	6,213 06
February, 1888, . .	9,007	569,997	6,127 12	3,145	100,455	2,715 81	12,152	670,452	8,842 93
March, 1888, . . .	8,572	523,987	5,731 31	3,130	115,440	3,120 69	11,702	639,427	8,852 00
April, 1888, . . .	9,518	608,971	6,699 61	3,940	123,837	3,401 06	13,458	734,808	10,100 67
May, 1888, . . .	11,419	725,113	7,846 18	4,504	136,567	3,691 77	15,923	861,680	11,537 95
June, 1888, . . .	11,358	730,302	7,932 35	5,034	153,291	4,143 04	16,392	883,593	12,105 39
July, 1888, . . .	11,111	672,212	7,222 23	4,578	135,938	3,674 44	15,689	808,150	10,896 67
August, 1888, . . .	12,522	749,276	8,020 61	6,191	193,140	5,220 24	18,713	942,416	13,240 85
September, 1888, . .	12,190	709,842	7,685 22	5,981	161,224	4,370 97	18,171	871,066	12,056 19
Total,	121,984	7,655,048	\$82,937 88	52,230	1,583,228	\$42,161 11	177,214	9,238,276	\$125,098 99

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
October, 1887,	\$520 30	\$238 88	.....	\$759 18
November, 1887,	520 29	211 81	.....	732 10
December, 1887,	520 30	227 66	.....	747 96
January, 1888,	520 30	146 84	.....	667 14
February, 1888,	520 30	124 75	.....	645 05
March, 1888,	520 29	157 64	.....	677 93
April, 1888,	520 30	261 20	.....	781 50
May, 1888,	520 30	231 31	.....	751 61
June, 1888,	520 29	215 27	.....	735 56
July, 1888,	520 30	284 40	.....	804 70
August, 1888,	520 30	180 30	\$125 00	825 60
September, 1888,	518 29	203 51	.....	721 80
Total,	\$6,241 56	\$2,483 57	\$125 00	\$8,850 13

RECAPITULATION.

Total passenger earnings for the year,	\$70,335 15
Total freight earnings for the year,	125,098 99
Total earnings from all other sources,	8,850 13
Total earnings for the year,	\$204,284 27
Total receipts from all sources on whole length of line,	\$204,284 27
Proportion of earnings in Pennsylvania to earnings of whole line,	108,906 52

EXPENDITURES FOR OPERATING DURING THE YEAR.
CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$77 17	\$9 35	\$86 52
Agents and clerks,	3,916 44	9,617 95	13,534 39
Car service,	57 75	7,219 29	7,277 04
Conductors and trainmen,	7,043 00	13,930 66	20,973 66
Expenses of stations, except labor,	218 86	202 02	420 88
Incidentals,	1,418 19	1,309 09	2,727 28
Labor at stations,	1,621 07	3,171 65	4,792 72
Lighting and heating cars,	26 00	78 00	104 00
Loss and damage,	170 00	328 11	498 11
Stationery and printing,	257 08	536 29	793 37
Switchmen and watchmen,	2,948 05	2,720 00	5,668 05
Telegraph expenses,	2,938 00	2,712 00	5,650 00
Total,	\$20,691 61	\$41,834 41	\$62,526 02
MOTIVE POWER.			
Enginemen and firemen, passenger,	\$8,020 00		\$8,020 00
Enginemen and firemen, freight,		\$13,335 09	13,335 09
Fuel for locomotives,	4,463 20	7,507 79	11,970 99
Incidentals,	852 95	787 33	1,640 28
Locomotives, repairs of,	1,552 14	1,937 34	3,489 48
Tallow and waste,	125 13	250 00	375 00
Tools and machinery, repairs of,	105 13	97 05	202 18
Water, wood and coal stations, expenses and repairs of,	1,362 15	1,257 36	2,619 51
Total,	\$16,480 57	\$25,171 96	\$41,652 53
MAINTENANCE OF WAY.			
Buildings, repairs of,	\$1,019 84	\$941 39	\$1,961 23
Bridges, repairs of,	2,911 09	2,687 16	5,598 25
Cross-ties,	3,100 00	3,502 09	6,602 09
Fences,	961 36	887 41	1,848 77
Incidentals,	538 37	496 95	1,035 32
Rails, steel,	786 35	725 88	1,512 23
Road bed, repairs of, labor and material,	947 42	874 54	1,821 96
Track, repairing,	17,699 54	21,466 71	39,166 25
Total,	\$27,963 97	\$31,582 13	\$59,546 10

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED

MAINTENANCE OF CARS.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Cars, repairs of freight,		\$4,464 20	\$4,464 20
Cars, repairs of passenger, baggage, express and postal,	\$3,795 38		3,795 38
Oil, tallow, waste, etc.,	240 64	359 27	599 91
Total,	\$4,036 02	\$4,823 47	\$8,859 49
GENERAL EXPENSES.			
Clerks,	\$1,787 28	\$2,416 72	\$4,204 00
Incidentals and legal expenses,	1,209 27	1,116 24	2,325 51
Office expenses,	68 55	63 27	131 82
Salaries of president and other officers,	4,328 14	5,151 36	9,479 50
Stationery and blanks,	45 00	55 00	100 00
Taxes on real estate and earnings,	4,651 95	4,704 41	9,356 36
Total,	\$12,090 19	\$13,507 00	\$25,597 19

EARNINGS—SUMMARY.

Passenger transportation, local, \$61,619.05; through, \$8,716.10; total,	\$70,335 15
Freight transportation, local, \$42,161.11; through, \$82,937.88; total,	125,098 99
Mail service, \$6,241.56; express service, \$2,483.57; total,	8,725 13
Miscellaneous,	125 00
Total,	\$204,284 27

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$20,691 61	\$41,834 41	\$62,526 02
Motive power,	16,480 57	25,171 96	41,652 53
Maintenance of way,	27,963 97	31,582 13	59,546 10
Maintenance of cars,	4,036 02	4,823 47	8,859 49
General expenses,	12,090 19	13,507 00	25,597 19
Total operating expenses,			\$198,181 33
Total expenditures during the year,			\$198,181 33

Operating expenses, 97 per cent. of earnings.

Earnings per mile of road operated,	\$2,254 79
Expenses per mile of road operated,	2,187 43
Net earnings,	\$67 36

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Cost of road,	\$4,558,150 07
Equipment,	262,725 00
Supplies,	1,391 91
Cash on hand,	13,478 81
Due by agents,	687 04
Open accounts,	934 25
	\$4,837,367 08

GENERAL BALANCE SHEET, 1888—CONTINUED.

LIABILITIES.	
Capital stock,	\$1,300,000 00
Funded debt,	3,200,000 00
Unfunded debt, advances by lessee,	224,717 07
Audited vouchers and pay rolls,	36,858 31
Profit and loss, surplus,	75,791 70
	<u>\$4,837,367 08</u>

EXPRESS COMPANIES.

Name of express companies that run on the road and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : American Express Company ; One and one-half times first-class freight rates and special rates according to distance.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road : No companies run over this road.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars on the road : No sleeping, parlor or dining cars run on this road.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service : Contract, \$6,243.55 per annum ; one mail each way daily.

STOCK AND DIVIDENDS.

Net amount charged to income account for the year,	\$10,398 42
Balance for the year or surplus,	6,102 94
Surplus at commencement of the year,	80,087 18
Total surplus,	<u>75,791 70</u>

ACCIDENTS TO PERSONS.

FROM THEIR OWN MISCONDUCT OR CARELESSNESS.

Employés killed,	1
Employés injured,	<u>2</u>

DOWNINGTOWN AND LANCASTER RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Henry D. Welsh,	President.	Philadelphia.
Albert Hewson,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. N. DuBarry,	Philadelphia, Pa.	Samuel Rea,	Bryn Mawr, Montgomey Co., Pa.
John P. Green,	Philadelphia, Pa.	N. Parker Shortridge,	Wynnewood, Montgomey Co., Pa.
George Kuglu,	Philadelphia, Pa.		
William A. Patton, . . .	Radnor, Montgomey Co., Pa.		

Date of annual meeting for election of directors, first Monday in May.

GENERAL INFORMATION.

Name of road : Downingtown and Lancaster Railroad.

By whom operated : The Pennsylvania Railroad Company as agent.

By what authority : Pursuant to resolution of the board of directors of the Downingtown and Lancaster Railroad Company and of the Pennsylvania Railroad Company respectively.

The general offices of the company are located at 233 South Fourth street, Philadelphia, Pa.

For information concerning this report, address Albert Hewson, Secretary and Treasurer, 233 South Fourth street, Philadelphia, Pa.

How are the passenger cars on your road heated, lighted and ventilated ? Equipment furnished by the Pennsylvania Railroad Company as agent.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Certificate of organization filed July 30, 1888. Letters patent issued July 30, 1888.

CAPITAL STOCK.

Amount authorized by certificate of organization,	\$500,000 00
Amount subscribed, by cost of construction issued in purchase of the property,	250,000 00
Amount now paid in,	250,000 00
Number of shares issued,	5,000
Amount paid in on each share, by cost of the property,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Registered bonds (due October 1, 1928; bear interest at 4 per cent., which is payable April 1 and October 1), amount,	\$250,000 00
Total realized from capital stock and debt, issued in purchase of the property,	\$500,000 00

COST.

Cost of roads owned to December 31, 1888,	\$500,000 00
Average of same per mile of road laid,	17,787 55

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Downingtown to New Holland,	28.11	28.11
Length of single main track.	28.11	28.11
SUMMARY.		
Length of main line.	28.11	28.11
Total length of all roads owned, leased and operated,	28.11	28.11
Length of sidings and other tracks not above enumerated,	1.58	1.58
Length of all tracks,	29.69	29.69

GAUGE.

Gauge of lines,	4 ft. 9 ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	16.91	16.91
Miles of track laid with iron rail on lines owned leased or operated, .	12.78	12.78

Weight of rail per yard, { Steel,	56 to 67 lbs.
{ Iron,	60 to 67 lbs.

TELEGRAPH LINES.

Length of lines in miles, 28.11; in Pennsylvania,	28.11
Number of miles of wire, 28.11; in Pennsylvania,	28.11

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	18
Wooden bridges, number of, 14; aggregate length,	492 feet
Iron bridges, number of, 4; aggregate length,	291 feet
Total length of bridges and trestles,	783 feet

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth :
 Wilmington and Northern Railroad, at Waynesburg Junction ; Chester Valley Railroad (sidings), at Downingtown.

Number of crossings of highways at grade in this Commonwealth, .	67
Number of crossings of highways over railroad,	4
Number of crossings of highways under railroad,	7
Number of grade crossings at which gates or flagmen are maintained, .	1
Number of grade crossings at which there are neither gates nor flagmen,	66

Satement of regulations governing employés in regard to these erossings : Flagmen and gatemen at the approach of trains must give timely warning to all persons approaching crossings, and whistles should be sounded one-fourth mile from crossing, and bell rung until crossing is passed.

CHARACTERISTICS OF ROAD—CONTINUED.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, pasenger, 7; freight, 8,	8	8
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	2	2

Material of foundation upon which track is laid: Broken stone and gravel ballast and oak cross-ties.

EQUIPMENT.

Equipment furnished by Pennsylvania Railroad Company, agent.

DOINGS OF THE YEAR.

The property of this company is operated by the Pennsylvania Railroad Company, as agent, and the the results are reported by the latter company.

EAST BROAD TOP RAILROAD AND COAL COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
William A. Ingham,	President,	Philadelphia.
Edward Roberts, Jr.,	Vice President,	Philadelphia.
W. B. Jacobs,	Secretary and Treasurer, . .	Philadelphia.
A. W. Sims,	{ Chief Engineer, }	Rockhill Furnace, Pa.
	{ General Manager, }	
	{ General Superintendent, . . }	

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Ario Pardee,	Hazleton, Pa.	Edward R. Wood, . . .	Philadelphia.
*George B. Markle, . . .	Philadelphia.	William Lilly,	Mauch Chunk, Pa.
Edward Roberts, Jr., . .	Philadelphia.	John R. Fell,	Philadelphia.
Percival Roberts,	Philadelphia.		

*Deceased August 18, 1888.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : East Broad Top.

By whom operated : East Broad Top Railroad and Coal Company.

The general offices of the company are located at 320 Walnut street, Philadelphia.

For information concerning this report, address W. B. Jacobs, Secretary and Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Authorized by act of Assembly approved April 16, 1856. Extended by act of April 20, 1864. Letters patent issued July 1, 1864. Extended again by act of May 24, 1871. Organized by subscribers July 3, 1871. Road completed for use in October, 1874.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount authorized by votes of company,	1,000,000 00
Amount subscribed,	815,600 00
Amount now paid in, common, \$549,248.00; special or preferred, \$247,200.00,	796,448 00
Number of shares issued	16,312
Amount paid in on each share, on 1,368 shares, \$36; on 14,944 shares,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Mortgage bonds (due July 1, 1903; bear interest, which is payable semi-annually), amount,	\$500,000 00
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UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$43,088 88
Debt incurred for another purpose, and for what, current accounts,	18,896 39
Total amount of unfunded debt,	61,985 27
Total amount of funded and unfunded debt,	\$561,985 27
Funded debt as per last report,	\$500,000 00
Unfunded debt as per last report,	58,162 53
Total cash realized from capital stock and debt,	\$1,311,733 27

COST.

Cost of roads owned to December 31, 1887,	\$916,312 34
Cost of additions for the year ending December 31, 1888,	2,052,85
Total cost of roads owned to date,	\$918,365 19
Average of same per mile of road laid,	\$30,612 17
Average of same per mile of single track,	25,229 81
Cost of equipment owned to December 31, 1887,	\$196,598 40
Cost of equipment additions for the year ending December 31, 1888,	7,913 40
Total cost of equipment owned,	\$204,511 80
Average cost of equipment per mile of road owned by the company,	\$6,817 06
Average cost of equipment per mile of road operated by company,	5,195 93
Cost of road and equipment per mile (of road owned by company),	37,429 23
Total cost of roads and equipment,	1,122,876 99

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

Lease on extension Shade Gap Railroad.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mount Union to Robertsdale,	30.00	30.00
Length of single main track,	30.00	30.00
LEASED ROADS.		
Shade Gap Railroad, from Rockhill } Length of road,	9.36	9.36
to Goshorn's, } Length of single track,	9.36	9.36
SUMMARY.		
Length of main line,	30.00	30.00
Length of leased roads	9.36	9.36
Total length of all roads owned, leased and operated,	39.36	39.36
Length of second track, sidings on leased line,	1.81	1.81
Length of sidings and other tracks not above enumerated,	6.40	6.40
Length of all tracks,	47.57	47.57

GAUGE.

Gauge of lines,

3 feet

CHARACTERISTICS OF ROAD—CONTINUED.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	36.49	36.49
Miles of track laid with iron rail on lines owned, leased or operated, .	11.08	11.08
Weight of rail per yard, { Steel,	40 and 45 lbs.	
{ Iron,	40, 45 and 50 lbs.	

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	22
Wooden bridges, number of, 19; aggregate length,	1,427 feet
Wooden trestles, number of, 3; aggregate length,	340 feet
Total length of bridges and trestles,	1,767 feet

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth, .	31
Number of crossings of highways over railroad,	3
Number of crossings of highways under railroad,	2

Statement of regulations governing employes in regard to these crossings: Engineers are instructed to blow whistle eighty rods from each and every level road crossing, and then ring bell until train occupies the crossing.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	9	9
Number of stations on leased roads, passenger and freight,	2	2
Number of engine houses and shops owned by the company,	6	6
Number of fuel and water stations on main line,	5	5
Number of fuel and water stations on leased roads,	2	2
Value of real estate held by the company, exclusive of roadway, . .	\$,12,670 60	2
Number of tunnels on all lines by the company,	2	2
Aggregate length of tunnels,	1,980 ft.	1,980 ft.

Material of foundation upon which track is laid: Oak cross-ties, broken stone and cinder ballast.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	8	\$9,088 11
Passenger cars, first class,	3	2,733 33
Baggage, mail and express cars,	3	1,550 00
Freight cars, 8-wheel,	254	
Freight cars, 4-wheel,	40	
Total freight cars,	294	315 00
Hand cars and hand trucks,	15	53 00

Train brake in use: Common hand brake.

Average number of cars in passenger trains, including mail, express and baggage cars,	2
Average number of cars in freight trains,	15
Average weight of passenger trains, including locomotive and tender, in working order in tons,	42
Average weight of freight trains, including locomotive and tender, in working order, in tons,	125

CHARACTERISTICS OF ROAD—CONTINUED.

EMPLOYES.

Average number of persons regularly employed by company, including officials, about	150
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DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	39,949
Number of miles run by freight and coal trains,	54,076
Total number of miles run,	94,025
Number of passengers carried one mile in Pennsylvania,	692,652
Number of tons of 2,000 pounds of through freight for the year on main road,	56,516
Number of tons of 2,000 pounds of local freight for the year,	179,144
Number of tons of freight carried one mile,	4,361,140
Number of tons of freight carried one mile in Pennsylvania,	4,361,140
Gross amount of tonnage for the year (2,000 pounds per ton),	235,660
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	15
Average rate of speed adopted by express trains, including stops (miles per hour),	22
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

THE AMOUNT OF FREIGHT IN TONS OF 2,000 POUNDS.

Anthracite coal,	456	Agricultural products,	463
Bituminous coal and coke,	148,623	Merchandise and manufactures,	5,281
Petroleum and other oils,	202	Bark,	1,111
Pig iron,	25,825	Lumber,	5,165
Railroad iron,	180	Other articles,	2,853
Other iron or castings,	255	Total,	235,660
Iron and other ores,	45,177		
Stone and lime,	66		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, in car loads, per ton per mile,	4.500 cents
For through coal, in ear loads, per ton per mile,	1.488 cents
For local freight, in car loads, per ton per mile,	5.500 cents
For local coal, in ear loads,	3.000 cents

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
December, 1887,	6,806	59,923	\$1,601 86
January, 1888,	5,479	50,146	1,164 90
February, 1888,	5,944	52,606	1,315 85
March, 1888,	4,453	41,732	1,303 22
April, 1888,	4,003	42,484	1,319 51
May, 1888,	5,558	49,294	1,276 27
June, 1888,	4,512	54,173	1,259 33
July, 1888,	12,096	82,721	1,793 26
August, 1888,	6,821	88,630	2,010 07
September, 1888,	6,394	73,496	1,588 70
October, 1888,	5,184	47,330	1,276 08
November, 1888,	5,211	50,117	1,312 59
Total,	72,861	692,652	\$17,221 64

EARNINGS FOR THE YEAR—CONTINUED.

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

First-class through and way passengers, 3.5 cents

FROM TRANSPORTATION OF FREIGHT.

December, 1887,	\$9,679 27
January, 1888,	8,919 54
February, 1888,	9,572 61
March, 1888,	8,017 35
April, 1888,	5,625 18
May, 1888,	5,691 40
June, 1888,	7,594 96
July, 1888,	7,318 10
August, 1888,	8,569 09
September, 1888,	8,053 22
October, 1888,	10,425 82
November, 1888,	8,971 42
Total,	<u>\$98,437 96</u>

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	MISCELLANE- OUS.	TOTAL.
December, 1887,		\$380 68	\$380 68
January, 1888,	\$321 26	405 15	726 41
February, 1888,		375 05	375 05
March, 1888,		381 89	381 89
April, 1888,	321 26	310 60	631 86
May, 1888,		324 84	324 84
June, 1888,		356 35	356 35
July, 1888,	321 26	352 85	674 11
August, 1888,		356 47	356 47
September, 1888,		338 78	338 78
October, 1888,	321 26	368 42	689 68
November, 1888,		365 82	365 82
Total,	<u>\$1,285 04</u>	<u>\$4,316 90</u>	<u>\$5,601 94</u>

RECAPITULATION.

Total passenger earnings for the year,	\$17,221 64
Total freight earnings for the year,	98,437 96
Total earnings from all other sources,	5,601 94
Total earnings for the year,	<u>\$121,261 54</u>
Total receipts from all sources on whole length of line,	<u>\$123,841 21</u>

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$2,052 85
New locomotives, number 1,	7,899 23
Total,	<u>\$9,952 08</u>

EXPENDITURES FOR OPERATING DURING THE YEAR.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Agents and clerks,	\$800 00	\$5,108 96	\$5,908 96
Baggage masters, brakemen and conductors,	1,554 06	5,246 04	6,800 10
Cars, cleaning,	120 00		120 00
Expenses of stations, except labor,	127 67	46 88	174 55
Incidentals,	139 84	338 16	478 00
Labor at stations,		3,233 84	3,233 84
Loss and damage,		156 71	156 71
Mail expenses,	240 00		240 00
Oil for lamps,	56 69		56 69
Stationery and printing,	56 77	450 74	507 51
Superintendents,	180 00	1,220 00	1,400 00
Telegraph expenses,	23 43		23 43
Wrecks clearing,		66 45	66 45
Weighmaster and weigh scales,		48 00	48 00
Tolls to Shade Gap Railroad,	904 66	9,564 85	10,469 51
Total,	\$4,203 12	\$25,480 63	\$29,683 75

MOTIVE POWER.

Enginemen and firemen, passenger,	\$1,464 52
Enginemen and firemen, freight,	5,530 81
Enginemen and firemen, machine shops,	401 54
Engine houses and machine shops, etc., repairs of,	355 04
Fuel for heating and locomotives,	4,710 90
Incidentals,	431 07
Laborers,	504 70
Locomotives, repairs of,	6,762 04
Oil for locomotives, tallow, waste, etc.,	854 53
Stationery and printing,	56 64
Superintendence,	855 00
Tools and machinery, repairs of, etc.,	782 65
Watchmen,	2,487 47
Water, wood and coal stations, expenses and repairs of,	428 50
Total,	<u>\$25,625 41</u>

MAINTENANCE OF WAY.

Ballast,	\$1,035 34
Bridges, repairs of, and trestles,	3,145 29
Cars, repairs of (in M. of W. service),	71 52
Cross-ties,	2,329 64
Expenses on property,	239 74
Foremen, tool and watch-houses, repairs of,	7 70
Frogs and switches,	1,050 67
Incidentals,	34 68
Oil, tallow, waste, etc.,	19 47
Rails, steel,	5,987 90
Road-bed, repairs of, labor and material,	12,223 50
Snow and ice, removing,	908 64
Spikes, splices and bolts,	628 29
Superintendents and supervisors,	559 63
Tools and repairs of tools,	493 13
Watchmen,	713 24
Total,	<u>\$29,448 38</u>

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MAINTENANCE OF CARS.

Car shops and sheds, repairs of,	\$60 20
Cars, repairs of, freight, and inspection,	8,381 08
Cars, repairs of, passenger, baggage, express and postal,	368 60
Incidentals,	45 30
Oil, tallow, waste, etc.,	428 05
Tools and repairs of tools,	51 73
Total,	<u>\$9,334 96</u>

GENERAL EXPENSES.

Clerks,	\$630 00
Incidentals and legal expenses,	1,424 35
Office expenses, repairs and furniture,	588 85
Salaries of president and other officers,	2,637 50
Taxes on real estate, \$50.19; State, \$3,042.16,	3,092 35
Insurance,	600 00
Total,	<u>\$8,973 05</u>

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$17,221 64
Freight transportation, local and through,	98,437 96
Mail service,	1,285 04
Miscellaneous,	4,316 90
Total,	<u>\$121,261 54</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$29,683 75
Motive power,	25,625 41
Maintenance of way,	29,448 38
Maintenance of cars,	9,334 96
General expenses,	8,973 05
Total operating expenses,	<u>\$103,065 55</u>
Expenditures charged to cost of road, real estate and equipment during the year,	9,952 08
Total expenditures during the year,	<u>\$113,017 63</u>

Operating expenses, 84.18 per cent. of earnings.

Earnings per mile of road operated,	\$3,080 83
Expenses per mile of road operated,	2,618 83
Net earnings,	<u>18,195 99</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$865,547 65
Equipment,	192,909 80
Real estate,	12,670 60
Engine houses, stations, machine shops, etc.,	55,969 07
Stocks and bonds,	91,584 76
Ledger balances,	147,418 72
Cash in bank and agents' hands,	2,721 96
Profit and loss,	8,765 28
	<u>\$1,377,587 84</u>

GENERAL BALANCE SHEET, 1888—CONTINUED.

LIABILITIES.

Capital stock,	\$815,602 57
Mortgage bonds,	500,000 00
Unfunded debt,	43,088 88
Ledger balances,	18,896 39
	<hr/>
	\$1,377,587 84

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$1,285.04 per annum for carrying mails between Mount Union and Rockhill, twice each way daily except Sundays, and between Rockhill and Robertsedale once each way daily except Sundays.

THE EASTON AND BANGOR RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
William A. Ingham,	President,	Philadelphia.
F. B. Owen,	Secretary and Treasurer,	Philadelphia.
George B. Ellison,	Chief Engineer,	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
James B. McCarron, . . .	Philadelphia.	C. B. Hetrich,	Easton.
F. P. Snowden,	Philadelphia.	W. R. Meredith,	Philadelphia.
G. H. Millet,	Philadelphia.	A. G. Plumer,	Philadelphia.
H. W. Leslie,	Philadelphia.	Horace Petit,	Philadelphia.

GENERAL INFORMATION.

The company has not yet commenced business, and has had no receipts or expenditures of any nature to report for the current year.

EASTERN HEIGHTS RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Wm. Carr,	President,	Pittsburgh.
F. G. Kay,	Secretary,	Pittsburgh.
J. W. Brown,	Treasurer,	Pittsburgh.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
William Carr,	Pittsburgh.	W. L. Vankirk,	Pittsburgh.
W. E. Schmertz,	Pittsburgh.	James W. Brown,	Pittsburgh.
James P. Speer,	Pittsburgh.	Thomas Wightman,	Pittsburgh.
Thos. H. Phelps,	Pittsburgh.	George R. Stewart,	Pittsburgh.
George W. Guthrie,	Pittsburgh.	F. G. Kay,	Pittsburgh.

GENERAL INFORMATION.

Name of road: The Eastern Heights Railroad Company.

The general offices of the company are located at 96 Diamond street, Pittsburgh, Pa.

For information concerning this report, address F. G. Kay.

CAPITAL STOCK.

Amount subscribed,	\$15,000 00
Number of shares issued,	300
Amount paid in on each share,	5 00
Par value of each share,	50 00

COST.

Cost of roads owned to December 31, 1887,	\$1,098 92
Cost of additions for the year ending December 31, 1888,	91 86
Total cost of roads owned to date,	1,190 78

EAST MAHANOEY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
Austin Corbin,	President,	Philadelphia, Pa.
Howard Hancock,	Secretary,	Philadelphia, Pa.
John Welch,	Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
George deB Keim, . . .	Philadelphia, Pa.	A. J. Antelo,	Philadelphia, Pa.
S. A. Caldwell,	Philadelphia, Pa.	Thomas Cochran, . . .	Philadelphia, Pa.
A. A. McLeod,	Philadelphia, Pa.	Samuel R. Shipley, . . .	Philadelphia, Pa.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : The East Mahanoy Railroad Company.

By whom operated : Philadelphia and Reading Railroad Company.

By what authority : Lease.

The general offices of the company are located at No. 227 South Fourth street, Philadelphia.

For information concerning this report, address John Welch, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The East Mahanoy Railroad Company, charter April 21, 1854.

Leased to Little Schuylkill Navigation Railroad Coal Company, January 12, 1863, for 99 years. Sub-leased by Philadelphia and Reading Railroad Company July 7, 1868, for balance of term.

Lessee pays all expense of operating, and to this company as rental a sum equal to 6 per cent. per annum on capital stock, and an additional sum not exceeding \$2,000 for State taxes and sundry expenses.

CAPITAL STOCK.

Amount authorized by law,	\$500,000 00
Amount subscribed,	479,700 00
Amount now paid in, common,	479,700 00
Number of shares issued,	9,594
Amount paid in on each share,	50 00
Par value of each share,	50 00

COST.

Cost of roads owned to November 30, 1887,	\$479,743 44
Total cost of roads owned to date,	479,743 44
Average of same per mile of road laid, 14.09 miles,	34,048 51

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from East Mahanoy Junction to St. Nicholas, whole length, miles,	7.56
Length of single main track,	7.56
Length of second main track,	2.07

BRANCHES.

Tamanend branch, length of road, miles,	3.40
Sundry colliery branches, length of road, miles,	3.13

SUMMARY.

Length of main line, whole length, miles,	7.56
Length of branches owned by the company, whole length, miles,	6.53
Total length of all roads owned, leased and operated,	14.09
Length of second track,	2.07
Length of sidings and other tracks not above enumerated,	6.53
Length of all tracks,	22.69

GAUGE.

Gauge of lines,	4 ft. 8½ in.
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TRACK.

Miles of track laid with steel rail on lines owned, leased or operated, whole length,	20.15
Miles of track laid with iron rail on lines owned, leased or operated, whole length,	2.54
Weight of rail per yard, } Steel, 68, 70, 76 lbs.	
} Iron, 40, 56, 60, 68, 70 lbs.	

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	21
Wooden bridges, number of, 12; aggregate length,	231½ feet.
Stone bridges, number of, 2; aggregate length,	20 feet.
Iron bridges, number of, 7; aggregate length,	272 feet.
Total length of bridges and trestles,	523½ feet.

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth : Lehigh Valley Railroad, at Mahanoy City.	
Number of crossings of highways, at grade, in this Commonwealth,	7
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	2
Number or crossings at which there are neither gates nor flagmen,	7

STATIONS.

Number of fuel and water stations on main line,	4
Value of real estate held by the company, exclusive of roadway,	\$600 00
Number of tunnels on all lines owned by the company,	1
Aggregate length of tunnels,	3,403

Material of foundation upon which track is laid : Wooden cross-ties, furnace cinders, ashes and coal dirt ballast.

CHARACTERISTICS OF ROAD—CONTINUED.

EQUIPMENT.

Furnished by lessee.

EARNINGS—SUMMARY.

Leased contract account,	\$30,782 00
Miscellaneous rents,	161 00
Total,	<u>\$30,943 00</u>

EXPENSES—SUMMARY.

Dividends,	\$28,782 00
State taxes,	1,439 09
Profit and loss,	215 56
General expenses,	506 35
Total expenditures,	<u>\$30,943 00</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$479,143 44
Real estate,	600 00
Cash,	1,666 66
	<u>\$481,410 10</u>

LIABILITIES.

Capital stock,	\$479,700 00
Sundry dividends unpaid,	12 00
State taxes,	1,439 10
Sundry credits,	259 00
	<u>\$481,410 10</u>

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: January 15, 1888, 3 per cent. ; July 15, 1888, 3 per cent.

Paid in dividends, cash,	<u>\$28,782 00</u>
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EAST PENNSYLVANIA RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Austin Corbin.	President,	Philadelphia.
Howard Hancock,	Secretary,	Philadelphia.
John Welch,	Treasurer,	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
George deB. Keim, . . .	Philadelphia.	Thomas Hart, Jr., . . .	Philadelphia.
S. A. Caldwell,	Philadelphia.	George F. Baer,	Reading.
A. A. McLeod,	Philadelphia.	George D. Stitzel, . . .	Reading.
A. J. Antelo,	Philadelphia.		

Date of annual meeting for election of directors: Second Monday January.

GENERAL INFORMATION.

Name of road: The East Pennsylvania Railroad Company.

By whom operated: Philadelphia and Reading Railroad Company.

By what authority: Lease.

The general offices of the company are located at 227 South Fourth street, Philadelphia.

For information concerning this report, address John Welch, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The East Pennsylvania Railroad Company, March 9, 1856.

Leased to Philadelphia and Reading Railroad Company May 19, 1869, for 999 years.

Terms: Lessee to pay all expense of operating, interest on mortgage bonds and 6 per cent. per annum dividends to the stock holders.

CAPITAL STOCK.

Amount authorized by law: Unlimited.

Amount authorized by votes of company, \$1,914,950 00

Amount subscribed, 1,914,950 00

Amount now paid in, common, 1,914,950 00

Number of shares issued, 34,299

Amount paid in on each share, 50 00

Par value of each share, 50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due March 1, 1958; bear interest at 4 per cent.,
which is payable March and September), amount, \$495,000 00

COST.

Cost of roads owned to November 30, 1887,	\$1,890,050 08
Total cost of roads owned to date,	1,890,050 08
Average of same per mile of road laid, 36 miles,	52,501 39

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Reading to Allentown,	36 miles.
Length of single main track,	36 miles.
Length of second main track,	18.50 miles.

SUMMARY.

Length of main line,	36 miles.
Total length of all roads owned, leased and operated,	36 miles.
Length of second track,	18.50 miles.
Length of sidings and other tracks not above enumerated,	17 miles.
Length of all tracks,	71.50 miles.

GAUGE.

Gauge of lines,	4 ft. 8½ in.
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TRACK.

Miles of track laid with steel rail on lines owned, leased or operated,	27.80
Miles of track laid with iron rail on lines owned, leased or operated,	43.70
Weight of rail per yard, { Steel,	56, 68 & 70 lbs.
{ Iron,	64, 68 & 70 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	42
Wooden bridges, number of, 31; aggregate length,	307 feet.
Stone bridges, number of, 13; aggregate length,	298 feet.
Iron bridges, number of, 8; aggregate length,	168 feet.
Total length of bridges and trestles,	773 feet.

CROSSINGS.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Catasauqua and Fogelsville Railroad, at Alburtis.

Number of crossings of highways at grade in this Commonwealth,	45
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	8
Number of crossings at which gates or flagmen are maintained,	2
Number of crossings at which there are neither gates nor flagmen,	43

STATIONS.

Number of engine houses and shops owned by the company,	3
Number of fuel and water stations on main line,	7

Material of foundation upon which track is laid: Wooden cross ties; ashes and cinder ballast.

EQUIPMENT.

Furnished by lessee.

EBENSBURG AND CRESSON RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
A. A. Barker,	President,	Ebensburg, Pa.
Abel Lloyd,	Secretary,	Ebensburg, Pa.
F. H. Barker,	Treasurer,	Ebensburg, Pa.
John Scott,	General Solicitor,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Wistar Morris,	Philadelphia, Pa.	Edmund James,	Ebensburg, Pa.
Henry D. Welsh,	Philadelphia, Pa.	Thos. Davis,	Ebensburg, Pa.
N. P. Shortridge,	Philadelphia, Pa.	George Huntley,	Ebensburg, Pa.
J. N. DuBarry,	Philadelphia, Pa.	Richard Jones, Jr.,	Ebensburg, Pa.
Amos R. Little,	Philadelphia, Pa.	F. H. Barker,	Ebensburg, Pa.
Thos. Griffith,	Ebensburg, Pa.	Abel Lloyd,	Ebensburg, Pa.

Date of annual meeting for election of directors: Second Monday of January.

GENERAL INFORMATION.

Name of road: Edinburg and Cresson Railroad.

By whom operated: Pennsylvania Railroad Company.

By what authority: Leased for 999 years.

The general offices of the company are located at: No general offices. Election of officers held at Ebensburg.

For information concerning this report, address F. H. Barker, Ebensburg, Pa.

How are the passenger cars on your road heated, lighted and ventilated: Heated by stoves, lighted by overhead lamps and ventilated by overhead windows.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered in 1859. Ebensburg and Cresson Railroad Company's road built in 1860 and 1861.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount subscribed,	42,000 00
Amount now paid in, common,	42,000 00
Number of shares issued,	840
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due 1881; bear interest at 6 per cent.), amount,	\$80,000 00
Funded debt as per last report,	80,000 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Ebensburg to Cresson,	11	11
Length of single main track,	11	11
SUMMARY.		
Length of main line,	11	11
Total length of all roads owned, leased and operated,	11	11
Length of sidings and other tracks not above enumerated,	1½	1½
Lenth of all tracks,	12½	12½

GAUGE.	
Gauge of lines,	4 ft. 9 in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENNA.
Miles of track laid with steel rail on lines owned, leased or operated,	5	5
Miles of track laid with iron rail on lines owned, leased or operated, .	6	6
Weight of rail per yard, { Steel,		67 lbs.
{ Iron,		67 lbs.

BRIDGES AND TRESTLES.	
Number of bridges and trestles on lines owned by the company in Pennsylvania,	1
Wooden bridges, number of, 1; aggregate length,	40 feet.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	3	3
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	1	1
Value of real estate held by the company, exclusive of roadway, . . .	\$400 00	

Material of foundation upon which track is laid: Oak ties.

EQUIPMENT.

This road is leased and operated by the Pennsylvania Railroad Company.

EDGEWOOD RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
William H. Shoenberger,	President,	Cincinnati, O.
Edward P. Loy,	Secretary,	Pittsburgh, Pa.
Thomas C. Dickson,	Treasurer,	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
William H. Shoenberger,	Cincinnati, O.	Robert Dickson,	Pittsburgh, Pa.
Thomas C. Dickson,	Pittsburgh, Pa.	*Charles H. Armstrong.	
Charles L. Fitzhugh,	Pittsburgh, Pa.		

* Deceased.

GENERAL INFORMATION.

Name of road : Edgewood Railroad.

By whom operated : Hampton Coal Mines.

By what authority : By virtue of entire ownership.

The general offices of the company are located at 1425 Liberty street, Pittsburgh, Pa.

For information concerning this report, address Hampton Coal Mines, 1425 Liberty street, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The organization of the Edgewood Railroad Company was effected by the owners of the Hampton Coal Mines, in the year 1872, (date is recorded at Harrisburg) under the name and title of The Edgewood Railroad Company.

The road was constructed in 1874, by The Hampton Coal Mine owners, as a conveyer of coal from their mines to Pennsylvania Railroad, and has since been used exclusively for that purpose.

CAPITAL STOCK.

Amount authorized by law,	\$15,000 00
Amount authorized by votes of company,	15,000 00
Amount subscribed,	15,000 00
Amount now paid in, common and special or preferred,	15,000 00
Number of shares issued,	300
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$14,483 05
Debt incurred for any other purpose, and for what,	5,049 59
Total amount of unfunded debt,	<u>\$19,532 64</u>
Unfunded debt as per last report,	\$19,532 64
Total cash realized from capital stock and debt,	<u>\$34,532 64</u>

COST.

Cost of roads owned to December 31, 1887,	\$28,172 36
Total cost of roads owned to date,	28,172 36
Average of same per mile of road laid,	28,172 36
Average of same per mile of single track laid,	23,172 36
Proportion of same for Pennsylvania,	28,172 36
Cost of equipment owned to December 31, 1887,	2,000 00
Total cost of equipment owned,	2,000 00
Average cost of equipment per mile of road owned by the company,	2,000 00
Average cost of equipment per mile of road operated by company,	2,000 00
Proportion of same for Pennsylvania,	2,000 00
Cost of road and equipment per mile (of road owned by company),	30,172 36
Proportion of same for Pennsylvania,	30,172 36
Total cost of roads and equipment,	30,172 36
Proportion of same for Pennsylvania,	<u>30,172 36</u>

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Edgewood intersection to Hampton coal fields,	1	1
Length of single main track,	1	1
SUMMARY.		
Length of main line,	1	1
Length of all tracks,	1	1

GAUGE.

Gauge of lines,	4 ft. 9 in.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with iron rail on lines owned, leased or operated,	1.6	1.6

Weight of rail per yard, iron,	56 pounds.
Material of foundation upon which track is laid : Earth bed, slack and cross-ties.	

EQUIPMENT.	NUMBER.	AVERAGE COST OF
Locomotives,	1	\$2,000 00

Train brake in use : Ordinary brake.

CHARACTERISTICS OF ROAD—CONTINUED.

Average number of cars in freight trains,	10 to 14
Average weight of freight trains, including locomotive and tender, in working order, in tons,	250

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by freight and coal trains : No record.	
Number of tons of freight carried one mile (lump coal),	63,500
Number of tons of freight carried one mile in Pennsylvania,	63,500
Average rate of speed adopted by freight trains, including stops (miles per hour) : No regular speed.	

EARNINGS AND EXPENSES—SUMMARY.

This road is practically no public road, a decree of the court having been rendered against it. We have, therefore, no earnings nor operating expenses to report, as the road, being used exclusively as a coal road, all expenses of operating and maintenance of way are paid by the coal works operating and using the road.

ELMIRA AND WILLIAMSPORT RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Thomas Neilson,	President,	Philadelphia, Pa.
Lewis P. Geiger,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Thomas Kimber,	Richmond Hill, N.Y.	William D. Neilson, . .	Philadelphia, Pa.
William Read Fisher, . .	Philadelphia, Pa.	Henry A. Fonda,	Milton, Pa.
Lewis P. Geiger,	Philadelphia, Pa.	Murray Gorgas,	Philadelphia, Pa.

Date of annual meeting for election of directors, first Monday in May.

GENERAL INFORMATION.

Name of road : Elmira and Williamsport.

By whom operated : The Northern Central Railway Company.

By what authority : Vote of stock and bondholders.

The general offices of the company are located at 308 Walnut street, Philadelphia, Penn'a.

For information concerning this report, address L. P. Geiger, Treasurer, Philadelphia, Penn'a.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Williamsport and Elmira Railroad Company. State of Pennsylvania, acts of June 9, 1832; April 15, 1835; June 20, 1839; April 14, 1843; March 26, 1846; April 5, 1849, and April 30, 1850. State of New York, April 9, 1850. Opened for trade and travel in 1854. Reorganized April 17, 1860, as the Elmira and Williamsport Railroad Company. State of Pennsylvania, act of March 12, 1860. State of New York, June 1, 1860. On May 1, 1863, the road was leased to the Northern Central Railway Company for 999 years.

The rental for the year 1888 was \$151,500 00

Payments :

Interest,	\$88,500 00	
Two dividends of 3½ per cent. each on \$500,000.00, preferred stock,	33,250 00	
Two dividends of 2½ per cent. each on \$500,000.00, common stock,	23,750 00	
Taxes,	3,000 00	
Organization expenses,	3,000 00	
		\$151,500 00

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount authorized by votes of company,	1,000,000 00

CAPITAL STOCK—CONTINUED.

Amount now paid in, common, \$500,000.00; special or preferred, \$500,000.00; total,	\$1,000,000 00
Number of shares issued,	20,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Mortgage bonds (due January 1, 1910; bear interest at 6 per cent., which is payable January 1 and July 1), amount,	\$1,000,000 00
Income bonds (due October 1, 1862; bear interest which is payable April and October 1) amount,	570,000 00
Total amount of funded debt,	\$1,570,000 00

UNFUNDED DEBT.

Funded debt as per last report,	\$1,570,000 00
Total cash realized from capital stock and debt,	\$2,570,000 00

COST.

Cost of roads owned to December 31, 1887,	\$2,218,000 00
Total cost of roads owned to date,	2,218,000 00
Average of same per mile of road laid,	29,377 48
Proportion of same for Pennsylvania,	2,027,046 38
Cost of equipment owned to December 31, 1887,	352,000 00
Total cost of equipment owned,	352,000 00
Average cost of equipment per mile of road owned by the company,	4,662 25
Proportion of same for Pennsylvania,	321,695 25
Cost of road and equipment per mile (of road owned by company),	34,039 73
Proportion of same for Pennsylvania,	2,348,741 63
Total cost of roads and equipment,	2,570,000 00
Proportion of same for Pennsylvania,	2,348,741 63

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Williamsport, Pa., to Elmira, N. Y., . . .	75.5	69

GENERAL BALANCE SHEET, 1888.

ASSETS.		
Construction account,	\$2,218,000 00	
Equipment account,	352,000 00	
Cash,	\$1,088 75	\$2,570,000 00
Sundries,	3,486 98	
		4,575 73
		\$2,574,575 73
LIABILITIES.		
Capital stock,	\$1,000,000 00	
Funded debt,	1,570,000 00	
		\$2,570,000 00
Open accounts,		95 00
Profit and loss account,		4,480 73
		\$2,574,575 73

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: January 1, 1888, 3½ per cent. on \$500,000.00, preferred stock; July 1, 1888, 3½ per cent. on \$500,000.00, preferred stock; May 1, 1888, 2½ per cent. on \$500,000.00, common stock; November 1, 1888, 2½ per cent. on \$500,000.00, common stock.

Paid in dividends, cash,	\$60,000 00	
Less taxes,	3,000 00	
		<u>\$57,000 00</u>

ELMIRA AND WILLIAMSPORT RAILROAD—NORTHERN CENTRAL RAILWAY COMPANY, LESSEE.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Philadelphia and Erie Junction, Williamsport, Pa., to Erie Junction, Elmira, N. Y.,	75.50	69.00
Length of single main track,	75.50	69.00
Length of second main track,	0.37	
SUMMARY.		
Length of main line,	75.50	69.00
Total length of all roads owned, leased and operated,	75.50	69.00
Length of second track,	0.37	
Length of sidings and other tracks not above enumerated,	30.33	24.82
Length of all tracks,	106.20	93.82

Gauge.

Gauge of lines, 4 ft. 9 in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	83.78	74.70
Miles of track laid with iron rail on lines owned, leased or operated, .	22.42	19.12

Weight of rail per yard, { Steel, 60 and 70 lbs.
 { Iron, 56 and 60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 75.50; in Pennsylvania, 69.00
Number of miles of wire, 154; in Pennsylvania, 138.40

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 54
Wooden bridges, number of, 46; aggregate length, 4,197.5 feet.
Iron bridges, number of, 3; aggregate length, 362 feet.
Wooden trestles, number of, 5; aggregate length, 241 feet.
Total length of bridges and trestles, 4,800.5 feet.

CROSSINGS.

Number of crossings of highways, at grade, in this Commonwealth, 83
Number of crossings of highways, over railroad, 2
Number of crossings of highways under railroad, 1
Number of crossings at which there are neither gates nor flagmen, 83

CHARACTERISTICS OF ROAD—CONTINUED.

Statement of regulations governing employ es in regard to these crossings: Engine bell must be rung for a quarter of a mile before reaching every road crossing at grade, and until it is passed, and the whistle must be sounded at all whistle posts.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 1 ; passenger and freight, 18 ; total,	19	19
Number of engine houses and shops owned by the company,	2	2
Number of fuel and water stations on main line,	7	7

Material of foundation upon which track is laid: Oak and chestnut ties on stone, cinder and gravel ballast.

Train brake in use: Westinghouse automatic on all passenger trains.	
Average number of cars in passenger trains, including mail, express and baggage cars,	4.1
Average number of cars in freight trains,	18.6
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	119
Average weight of freight trains, including locomotive and tender, in working order, in tons,	510

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	400
Same in Pennsylvania,	360

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	153,036
Number of miles run by freight and coal trains,	836,029
Total number of miles run,	989,065
Number of passengers carried one mile in Pennsylvania,	5,760,455
Net cost per mile for each passenger carried,	1.522 cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	2,121,812
Number of tons of 2,000 pounds of local freight for the year,	501,896
Number of tons of freight carried one mile.	169,934,458
Number of tons of freight carried one mile in Pennsylvania,	155,304,339
Gross amount of tonnage for the year (2,000 pounds per ton),	2,623,708
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	26
Average rate of speed adopted by express trains, including stops (miles per hour),	30
Average rate of speed adopted by freight trains, including stops (miles per hour),	10

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	589,048	Agricultural products,	137,948
Bituminous coal and coke,	1,349,586	Merchandise and manufactures,	128,741
Petroleum and other oils,	1,576	Live stock,	21,572
Pig iron,	2,656	Lumber,	230,788
Railroad iron,	17,730	Other articles,	35,940
Other iron or castings,	48,998		
Iron and other ores,	41,342	Total,	2,623,708
Stone and lime,	17,783		

DOINGS OF THE YEAR—CONTINUED.

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal and local freight and coal, $\frac{480}{1000}$ cents.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
January, 1888,	15,186	406,449	\$10,092 19
February, 1888,	14,390	381,424	10,094 28
March, 1888,	16,114	414,291	10,622 66
April, 1888,	17,489	418,283	10,946 57
May, 1888,	15,620	411,464	10,679 46
June, 1888,	17,164	468,653	12,126 49
July, 1888,	24,155	688,084	15,693 04
August, 1888,	23,951	672,855	16,140 81
September, 1888,	25,729	810,628	17,615 51
October, 1888,	21,676	603,355	14,250 25
November, 1888,	18,699	484,694	12,856 92
December, 1888,	20,384	542,929	13,221 20
Total,	230,557	6,303,109	\$154,339 38

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS
FOLLOWS:For all classes, $2\frac{449}{1000}$ cents.

EARNINGS FOR THE YEAR—CONTINUED.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888, . .	166,030	12,950,340	\$59,050 40	42,105	265,477	\$4,619 36	208,135	13,215,877	\$63,669 76
February, 1888, . .	144,749	11,290,422	52,001 89	81,980	376,645	5,443 95	226,729	11,667,067	57,445 84
March, 1888, . .	157,595	12,292,410	44,961 23	10,458	308,532	5,551 70	168,053	12,600,942	50,515 93
April, 1888, . .	154,031	12,014,418	57,821 71	49,946	459,457	7,391 90	203,977	12,473,875	65,213 61
May, 1888, . .	146,480	11,425,440	57,241 98	39,367	411,780	6,999 89	185,847	11,837,220	64,241 87
June, 1888, . .	179,005	13,962,390	68,434 31	39,212	366,255	6,163 17	218,217	14,328,645	74,597 48
July, 1888, . .	217,557	16,969,446	78,845 62	46,074	359,987	6,070 62	263,631	17,329,433	84,916 24
August, 1888, . .	209,367	16,330,626	76,059 91	39,794	372,046	6,273 37	249,161	16,702,672	82,333 28
September, 1888, . .	161,406	12,589,668	57,565 01	36,765	385,816	6,928 93	198,171	12,975,484	64,493 94
October, 1888, . .	194,635	15,181,530	63,724 48	37,818	424,299	7,394 13	232,453	15,605,829	71,118 61
November, 1888, . .	200,061	15,604,758	66,354 07	42,042	349,021	5,726 99	242,103	15,953,779	72,081 06
December, 1888, . .	190,896	14,889,888	59,403 97	36,335	353,807	5,791 04	227,231	15,243,695	65,195 01
Total,	2,121,812	165,501,336	\$741,467 58	501,896	4,433,122	\$74,355 05	2,623,708	169,934,458	\$815,822 63

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
January, 1888,	\$970 32	\$592 02	\$113 95	\$1,676 29
February, 1888,	937 77	486 50	345 74	1,770 01
March, 1888,	937 77	474 74	138 85	1,551 36
April, 1888,	970 32	595 31	251 76	1,820 39
May, 1888,	937 77	938 14	132 43	2,008 34
June, 1888,	937 78	872 40	128 75	1,938 93
July, 1888,	970 32	558 14	293 27	1,821 73
August, 1888,	937 77	790 84	276 69	2,005 30
September, 1888,	937 77	687 18	1,034 65	2,659 60
October, 1888,	970 32	783 63	259 85	2,013 80
November, 1888,	937 78	756 72	191 15	1,885 65
December, 1888,	937 78	897 61	188 53	2,023 92
Total,	\$11,383 47	\$8,433 23	\$3,358 62	\$23,175 32

RECAPITULATION.

Total passenger earnings for the year,	\$154,339 38
Total freight earnings for the year,	815,822 63
Total earnings from all other sources,	23,175 32
Total earnings for the year,	\$993,337 33
Proportion of earnings in Pennsylvania to earnings of whole line,	\$907,818 22

EXPENDITURES FOR OPERATING DURING THE YEAR.
CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$1,411 90	\$151 11	\$1,563 01
Agents,	2,501 08	7,040 89	9,541 97
Baggage masters,	2,756 01	.. . . .	2,756 01
Brakemen,	1,734 15	31,584 53	33,318 68
Cars, cleaning,	2,468 24	.. . . .	2,468 24
Car furniture and fixtures,	103 55	526 59	630 14
Car service,	8,689 58	124,585 82	133,275 40
Clerks,	2,137 74	8,875 44	11,013 18
Conductors and train agents,	5,313 35	24,705 12	30,018 47
Dispatchers,	1,196 22	3,450 60	4,646 82
Expenses of stations, except labor,	26 32	157 66	183 98
Foreign agencies,	662 15	5,275 39	5,937 54
Heating cars,	282 39	76 18	358 57
Heating stations,	75 80	393 43	379 23
Incidentals,	1,210 48	2,315 42	3,525 90
Insurance,	418 06	1,658 66	2,076 72
Labor at stations,	725 37	11,172 73	11,898 10
Legal expenses,	214 35	648 00	862 35
Lighting cars,	184 04	6 01	190 05
Lighting stations,	562 69	234 45	797 14
Loss and damage,	201 55	2,147 74	2,349 29
Mail expenses,	450 84	.. . . .	450 84
Oil for lamps,	149 73	598 82	748 55
Stationery and printing,	1,658 52	3,108 09	4,766 61
Stations, repairs of and furniture for,	925 13	1,704 90	2,630 03
Superintendents,	605 20	2,420 57	3,025 77
Switchmen,	1,403 29	5,835 59	7,238 88
Taxes, "State,"	371 29	333 75	705 04
Telegraph expenses,	2,102 77	8,062 89	10,165 66
Watchmen,	92 76	370 62	463 38
Wrecks, clearing,	34 46	640 50	674 96
Total,	\$40,669 01	\$247,991 50	\$288,660 51

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemen and firemen, passenger,	\$7,966 84		\$7,966 84
Enginemen and firemen, freight,		\$57,037 35	57,037 35
Engine houses and machine shops, etc., repairs of,	521 32	2,085 31	2,606 63
Fuel for heating,	107 63	430 51	538 14
Fuel for locomotives,	7,347 26	65,670 79	73,018 05
Incidentals,	484 59	1,938 39	2,422 98
Laborers,	2,526 08	10,104 34	12,630 42
Locomotive furniture and fixtures,	144 71	578 83	723 54
Locomotives, repairs of,	6,212 97	50,754 11	56,967 08
Oil for locomotives,	117 82	961 50	1,079 32
Sand for locomotives,	99 78	399 13	498 91
Stationery and printing,	61 09	244 34	305 43
Tallow for locomotives,	209 74	1,766 45	1,976 19
Taxes on engine houses and shops,	120 91	483 63	604 54
Tools and machinery, repairs of,	668 01	2,672 04	3,340 05
Waste for locomotives,	157 49	981 95	1,139 44
Watchmen,	215 45	861 79	1,077 24
Water, wood and coal stations, expenses and repairs of,	952 87	3,811 47	4,764 34
Total,	\$27,914 56	\$200,781 93	\$228,696 49
MAINTENANCE OF WAY.			
Ballast,	\$327 92	\$1,311 70	\$1,639 62
Bridges, repairs of,	1,852 44	7,409 76	9,262 20
Cars, repairs of (in M. of W. service),	113 96	455 84	569 80
Clerks,	156 58	626 30	782 88
Cross-ties,	3,868 61	15,474 43	19,343 04
Expenses on property,	248 04	992 15	1,240 19
Foremen, tool and watch-houses, repairs of,	47 54	190 15	237 69
Frogs,	286 77	1,147 06	1,433 83
Incidentals,	51 17	204 68	255 85
Oil, tallow, waste, etc.,	82 65	330 60	413 25
Rails, iron,	395 92	1,583 69	1,979 61
Rails, steel,	1,451 91	5,807 62	7,259 53
Road-bed, repairs of, labor and material,	2,009 27	8,037 07	10,046 34
Snow and ice, removing,	641 15	2,564 62	3,205 77
Spikes,	378 84	1,515 34	1,894 18
Splices,	1,403 41	5,613 63	7,017 04
Stationery and printing,	24 53	98 10	122 63
Superintendents and supervisors,	613 15	2,452 58	3,065 73
Switches,	419 95	1,679 81	2,099 76
Taxes on real estate for road,	222 65	890 59	1,113 24
Telegraph, repairs of,	360 14	1,440 55	1,800 69
Tools and repairs of tools,	376 26	1,505 05	1,881 31
Track, repairing,	7,509 76	30,039 05	37,548 81
Watchmen,	1,715 01	6,860 06	8,575 07
Total,	\$24,557 63	\$98,230 43	\$122,788 06
MAINTENANCE OF CARS.			
Car shops and sheds, repairs of,	\$10 13	\$40 51	\$50 64
Cars, repairs of freight,		34,032 44	34,032 44
Cars, repairs of passenger, baggage, express and postal,	216 69		216 69
Fuel for heating,	3 22	12 90	16 12
Incidentals,	17 53	70 10	87 63
Laborers,	50 27	201 08	251 35
Oil, tallow, waste, etc.,	244 49	1,412 32	1,656 81
Tools and repairs of tools,	113 24	452 95	566 19
Watchmen,	23 95	95 80	119 75
Total,	\$679 52	\$36,318 10	\$36,997 62
GENERAL EXPENSES.			
Attendants,	\$67 04	\$268 17	\$335 21
Clerks,	1,209 01	4,836 03	6,045 04
Fuel and light,	12 58	50 35	62 93
Incidentals and legal expenses,	71 81	287 26	359 07
Office expenses, repairs and furniture,	169 45	677 79	847 24
Salaries of president and other officers,	479 65	1,918 58	2,398 23
Stationery and blanks,	89 07	356 29	445 36
Total,	\$2,098 61	\$8,394 47	\$10,493 08

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$154,339 38
Freight transportation, local, \$74,355.05; through, \$741,467.58; total, . .	815,822 63
Mail service, \$11,383.47; express service, \$8,433.23; total,	19,816 70
Miscellaneous,	3,358 62
Total,	\$993,337 33

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$40,669 01	\$247,991 50	\$288,660 51
Motive power,	27,914 56	200,781 93	228,696 49
Maintenance of way,	24,557 63	98,230 43	122,788 06
Maintenance of cars,	679 52	36,318 10	36,997 62
General expenses,	2,098 61	8,394 47	10,493 08
Total operating expenses,			\$687,635 76

Operating expenses, 69.22 per cent. of earnings.

Earnings per mile of road operated,	\$13,156 79
Expenses per mile of road operated,	9,107 76
Net earnings,	4,049 03

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express Company, at a fixed percentage of gross receipts.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates: Pullman Palace Car Company, parlor and sleeping cars.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$142.79 per mile for 78.81 miles, dependent on the amount of service performed. No contract made with the post-office department.

ACCIDENTS TO PERSONS IN PENNSYLVANIA.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employes,		22				22
Others,			1	4	1	4
Total,		22	1	4	1	26

ERIE AND PITTSBURGH RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
William L. Scott,	President,	Erie, Pa.
Joseph McCarter,	Vice President,	Erie, Pa.
William Brewster,	Secretary and Treasurer,	Erie, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
William L. Scott,	Erie, Pa.	Charles H. Strong,	Erie, Pa.
George B. Roberts,	Philadelphia, Pa.	Matthew H. Taylor,	Erie, Pa.
Sidney T. Fairchild,	Cazenovia, N. Y.	William Brewster,	Erie, Pa.
Joseph McCarter,	Erie, Pa.		

GENERAL INFORMATION.

Name of road : Erie and Pittsburgh.
 By whom operated : The "Pennsylvania Company."
 By what authority : Under lease between the Erie and Pittsburgh Railroad Company and the Pennsylvania Railroad Company, the said lease being assigned or transferred to the said Pennsylvania Company.
 The general offices of the Erie and Pittsburgh Railroad Company are located at Room No. 9, Scott's Block, Erie, Pa.
 For information concerning this report, address William Brewster, Secretary and Treasurer, Room No. 9, Scott's Block, Erie, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company chartered April 1, 1858.
 Road opened in year 1865.

CAPITAL STOCK.

Amount authorized by law,	\$2,500,000 00
Amount authorized by votes of company,	2,000,000 00
Amount subscribed, \$1,001,900 at par, and 10 per cent. on \$996,500,	1,998,400 00
Amount now paid in, common,	1,101,550 00
Number of shares issued,	39,968
Amount paid in on each share : \$50.00 on 20,038 shares, and 10 per cent. 19,930 shares.	
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due July, 1 1882,) amount,	\$200 00
Second mortgage bonds (due March 1, 1890; bear interest at 7 per cent., which is payable 1st April and 1st October), amount,	91,800 00
Consolidated mortgage bonds (due July 1, 1898; bear interest at 7 per cent., which is payable 1st January and 1st July), amount,	2,485,000 00
Equipment mortgage bonds (due October 1, 1900; bear interest at 7 per cent., which is payable 1st April and 1st October), amount, . .	685,000 00
Total amount of funded debt,	<u>\$3,262,000 00</u>

UNFUNDED DEBT.

Unfunded debt, incurred for construction,	\$21,886 04
Debt incurred for any other purpose, and for what:	
Sundries,	<u>22,993 00</u>
Total amount of unfunded debt,	<u>44,879 04</u>
Total amount of funded and unfunded debt,	<u>\$3,306,879 04</u>
Funded debt as per last report,	\$3,262,000 00
Unfunded debt as per last report,	37,034 21
Total cash realized from capital stock and debt,	<u>\$3,809,223 44</u>

COST.

Cost of roads owned to December 31, 1887,	\$3,180,937 26
Total cost of roads owned to date,	3,180,937 26
Average of same per mile of single track,	31,419 77
Proportion of same for Pennsylvania,	31,419 77
Cost of equipment owned to December 31, 1887,	1,895,725 18
Total cost of equipment owned,	1,895,725 18
Average cost of equipment per mile of road owned by the company,	18,725 06
Proportion of same for Pennsylvania,	1,895,725 18
Cost of road and equipment per mile (of road owned by company),	50,144 83
Proportion of same for Pennsylvania,	50,144 83
Total cost of roads and equipment,	5,076,662 44
Proportion of same for Pennsylvania,	<u>5,076,662 44</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$3,180,937 26
Equipment,	1,895,725 18
Real estate,	8,675 00
Cash,	7,072 54
Sundry securities,	23,435 88
Sundry accounts receivable,	8,657 07
Erie extension canal,	155,000 00
Profit and loss,	25,776 11
	<u>\$5,305,279 04</u>

LIABILITIES.

Capital stock,	\$1,998,400 00
First mortgage bonds (past due),	200 00
Second mortgage bonds,	91,800 00
Consolidated mortgage bonds,	2,485,000 00
Equipment mortgage bonds,	685,000 00

GENERAL BALANCE SHEET, 1888—CONTINUED.

Unfunded or floating debt:	
Accounts payable (account construction),	21,886 04
Bills payable,	8,000 00
Commonwealth of Pennsylvania, taxes,	8,743 00
Sundry accounts payable,	6,250 00
	<u>\$5,305,279 04</u>

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: March 10, 1888, $1\frac{3}{4}$ per cent. on \$1,998,400—\$34,972; June 10, 1888, $1\frac{3}{4}$ per cent. on \$1,998,400—\$34,972; September 10, 1888, $1\frac{3}{4}$ per cent. on \$1,998,400—\$34,972; December 10, 1888, $1\frac{3}{4}$ per cent. on \$1,998,400—\$34,972.	
Paid in dividends, cash,	\$139,888 00
Profit and loss account,	<u>112 00</u>

For characteristics of road, doings of the year and detailed operations, earnings and expenditures, refer to the report of the "Pennsylvania Company," operating the Erie and Pittsburgh Railroad, which said railroad is leased to the "Pennsylvania Railroad Company" for the period of nine hundred and ninety-nine (999) years from the first day of March, A. D. one thousand eight hundred and seventy (1870), and which is operated, under the said lease, by the said the "Pennsylvania Company."

ERIE AND PITTSBURGH RAILROAD—PENNSYLVANIA COMPANY OPERATING.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS OF PENNSYLVANIA COMPANY.

NAMES.	OFFICES.	RESIDENCES.
George B. Roberts,	President,	Philadelphia, Pa.
J. N. McCullough,	First Vice President,	Pittsburgh, Pa.
William Thaw,	Second Vice President,	Pittsburgh, Pa.
Thomas D. Messler,	Third Vice President and Comptroller,	Pittsburgh, Pa.
James McCrea, . . .	Fourth Vice President and General Manager,	Pittsburgh, Pa.
S. B. Leggett, . . .	Secretary,	Pittsburgh, Pa.
S. W. White,	Assistant Secretary,	Philadelphia, Pa.
John E. Davidson,	Treasurer,	Pittsburgh, Pa.
John W. Renner, . .	Assistant Comptroller,	Pittsburgh, Pa.
J. T. Brooks,	General Counsel,	Pittsburgh, Pa.
F. Slataper,	Chief Engineer,	Pittsburgh, Pa.
E. B. Taylor,	General Superintendent,	Pittsburgh, Pa.
Joseph Wood,	General Superintendent of Transportation,	Pittsburgh, Pa.
J. M. Kimball,	Division Superintendent,	Lawrence Junction, Pa.
William Stewart, . .	General Freight Agent,	Pittsburgh, Pa.
E. A. Ford,	General Passenger and Ticket Agent,	Pittsburgh, Pa.

DIRECTORS.

See lessor company's report.

GENERAL INFORMATION.

Name of road : Erie and Pittsburgh Railroad.

By whom operated : Pennsylvania Company.

By what authority : Lease.

The general offices of the company are located at Pittsburgh, Pa.

For information concerning this report, address Thomas D. Messler, Vice President, Pittsburgh, Pa.

How are the passenger cars on your road heated, lighted and ventilated? Heated with stoves having reservoirs in bottoms, also with Baker heaters, suspended from bottoms of cars; lighted with lamps containing mineral sperm oil, 300° fire test; ventilated through ventilators placed in decks of cars.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from New Castle, Pa., to Girard Junction, Pa., .	81	81
BRANCHES.		
Short Line branch, from Dock Junction to State street, Erie,	3.47	3.47
SUMMARY.		
Length of main line,	81	81
Length of branches owned by the company,	3.47	3.47
Total length of all roads owned, leased and operated,	84.47	84.47
Length of sidings and other tracks not above enumerated,	38.61	38.61
Length of all tracks,	123.08	123.08

CHARACTERISTICS OF ROAD—CONTINUED.

GAUGE.	
Gauge of lines,	4 ft. 9 ins.

TRACK.	
Entire main track laid with steel rail. Steel in sidings not definitely known.	
Weight of rail per yard, {	Steel, 60 pounds.
	Iron, 60 pounds.

TELEGRAPH LINES.	
Length of lines in miles, 98; in Pennsylvania,	98
Number of miles of wire, 335; in Pennsylvania,	335

BRIDGES AND TRESTLES.	
Number of bridges and trestles on lines owned by the company, . .	44
Wooden bridges, number of, 10; aggregate length,	1,298 feet.
Stone bridges, number of, 4; aggregate length,	41 feet.
Iron bridges, number of, 1; length,	98 feet.
Wooden trestles, number of, 29; aggregate length,	2,524 feet.
Total length of bridges and trestles,	3,961 feet.

CROSSINGS.	
Railroads crossing at grade, lines owned by the company in this Commonwealth : New York, Chicago and St. Louis Railroad, at Thornton Junction; New York, Pennsylvania and Ohio (main line) Railroad, at Shenango; Franklin division Lake Shore and Michigan Southern Railway, at Jamestown; Sharpsville Railroad, at Sharpsville.	
Railroads crossing lines owned by the company either over or under grade in this Commonwealth : Branch of Sharon Railway to Kimberly's Mill, at Sharon (under grade).	
Number of crossings of highways, at grade, in this Commonwealth,	72
Number of crossings of highways over railroad,	7
Number of crossings of highways under railroad,	2
Number of crossings at which gates or flagmen are maintained, . .	2
Number of crossings at which there are neither gates nor flagmen, .	70

Statement of regulations governing employ es in regard to these crossings: Whistle two long and two short blasts; bell is rung one-fourth mile from crossings and continued until crossings are passed.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line passenger, 18; freight, 19,	20	20
Number of stations on branches, freight,	1	1
Number of engine houses and shops owned by the company,	8	8
Number of fuel and water stations on main line,	9	9

Material of foundation upon which track is laid : Gravel and furnace cinder.

EQUIPMENT.	
Locomotives,	29
Passenger cars, first-class,	5
Total passenger cars,	5
Baggage, mail and express cars,	4
Freight cars, 8-wheel, including caboose cars,	1,331
Total freight cars,	1,331

CHARACTERISTICS OF ROAD—CONTINUED.

Cars, roadway department, 8-wheel,	2
Hand cars and hand trucks,	43

Train brake in use: The Westinghouse automatic air brake on passenger trains.
Ordinary hand brake on freight trains.

Average number of cars in passenger trains, including mail, express and baggage cars,	4
Average number of cars in freight trains,	22
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	135
Average weight of freight trains, including locomotive and tender, in working order, in tons,	280

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	450
Same in Pennsylvania,	450

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	167,679
Number of miles run by freight and coal trains,	348,781
Total number of miles run,	516,460
Number of passengers carried one mile in Pennsylvania,	4,779,921
Net cost per mile for each passenger carried,	1.71 cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	676,913
Number of tons of 2,000 pounds of local freight for the year,	636,692
Number of tons of freight carried one mile,	65,990,116
Number of tons of freight carried one mile in Pennsylvania,	65,990,116
Gross amount of tonnage for the year (2,000 pounds per ton),	1,313,605
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	27
Average rate of speed adopted by express trains, including stops (miles per hour),	30
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal, per ton per mile, . . . . .	.60 cents.
For local freight, per ton per mile,	8.82 cents.

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Grain,	3,961	Other articles,	2,368
Flour,	1,636	Anthracite coal,	17
Other mill products,	1,322	Bituminous coal,	278,177
Hay,	1,053	Coke,	164,444
Tobacco,	69	Ores,	433,397
Fruits and vegetables,	4,925	Stone, sand and like articles,	74,118
Other articles,	1,037	Other articles,	656
Live stock,	7,319	Lumber,	27,683
Dressed meats,	68	Other articles,	4,059
Other packing house products,	143	Petroleum and its products,	1,273
Poultry, game and fish,	150	Other oils,	274
Wool,	222	Sugar,	392
Hides,	450	Iron, pig and bloom,	184,666

DOINGS OF THE YEAR—CONTINUED.

Iron and steel rails,	1,858	Wines, liquors and beers, . . .	513
Castings and machinery, . . .	10,826	Household goods and furniture, .	1,341
Bar and sheet metal,	16,844	Merchandise,	3,509
Cement and brick,	7,015	Other articles,	30,880
Leather,	173	Miscellaneous,	45,878
Lime,	358		
Agricultural implements, . . .	264	Total,	<u>1,313,605</u>
Wagons, carriages, tools, etc., .	267		

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888.	547	39,369	\$1,162 49	16,652	244,009	\$6,807 42	17,199	283,378	\$7,969 91
February, 1888.	465	35,301	1,004 75	15,941	232,399	6,613 08	16,406	267,700	7,617 83
March, 1888.	568	40,719	1,126 91	19,145	277,743	7,709 58	19,713	318,462	8,836 49
April, 1888.	547	39,751	1,109 71	17,366	265,368	7,409 13	17,913	305,119	8,518 84
May, 1888.	728	57,236	1,395 04	17,870	286,957	7,579 02	18,598	344,193	8,974 06
June, 1888.	790	57,173	1,365 82	18,813	319,057	8,113 78	19,603	376,230	9,679 60
July, 1888.	1,113	89,003	1,925 90	21,809	415,737	9,543 47	22,922	501,740	11,469 37
August, 1888.	7,655	413,565	7,070 60	21,600	391,284	9,976 21	29,255	804,849	17,046 84
September, 1888.	1,959	140,685	2,269 53	21,030	385,010	9,053 92	25,989	525,695	11,323 45
October, 1888.	735	55,080	1,513 33	17,943	284,568	7,893 17	18,678	339,628	9,406 50
November, 1888.	568	39,603	1,107 01	19,065	277,379	7,585 42	19,633	316,982	8,692 43
December, 1888.	698	53,146	1,398 55	22,616	339,799	8,126 68	23,314	392,945	10,525 23
Total,	16,373	1,060,611	\$22,649 64	232,850	3,719,310	\$97,410 91	249,223	4,779,921	\$120,060 55

THE RATE OF FAIR FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers, 2.14 cents; for first-class way passengers, 2.62 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888.	384	21,152	\$161 66	69,316	3,069,010	\$24,759 31	69,700	3,090,162	\$24,923 97
February, 1888.	323	17,773	127 89	72,422	3,209,728	26,861 41	72,745	3,227,501	26,989 30
March, 1888.	209	11,522	93 13	66,549	2,935,209	26,196 99	66,758	2,946,731	26,290 12
April, 1888.	238	13,132	106 43	75,683	4,166,886	33,857 04	75,921	4,180,018	33,963 47
May, 1888.	198	10,891	77 24	97,900	5,691,406	39,338 00	98,098	5,702,297	40,015 24
June, 1888.	293	16,974	121 42	116,261	6,083,518	40,968 74	116,554	6,101,592	41,090 16
July, 1888.	113,384	6,305,819	36,133 48	23,535	801,451	7,947 60	136,919	7,107,270	44,981 08
August, 1888.	120,804	7,480,613	42,909 50	24,529	758,385	8,474 45	145,333	8,238,998	51,383 95
September, 1888.	123,501	7,070,491	41,895 52	20,984	668,001	7,170 53	145,518	7,736,492	49,066 05
October, 1888.	116,642	6,205,991	39,690 92	30,196	940,979	10,495 42	146,838	7,146,970	50,086 34
November, 1888.	103,626	5,615,183	35,029 70	19,094	617,757	7,468 57	122,720	6,232,940	42,198 27
December, 1888.	97,248	3,735,340	21,168 59	20,223	543,805	6,450 36	117,471	4,279,145	30,618 95
Total,	676,913	36,503,981	\$220,518 48	636,692	29,486,135	\$240,488 42	1,313,605	65,990,116	\$461,006 90

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
January, 1888,	\$768 19	\$616 77	\$2,731 80	\$4,116 76
February, 1888,	768 19	533 28	2,244 35	3,545 82
March, 1888,	768 19	537 77	2,031 92	3,337 88
April, 1888,	768 19	606 80	3,574 94	4,949 93
May, 1888,	768 19	892 46	1,602 24	3,262 89
June, 1888,	768 19	831 53	1,797 00	3,396 72
July, 1888,	768 19	756 42	1,670 58	3,195 19
August, 1888,	768 19	817 74	221 90	1,364 03
September, 1888,	768 19	845 96	1,207 02	2,821 17
October, 1888,	768 19	779 94	2,239 35	3,787 48
November, 1888,	768 19	739 59	699 96	2,207 74
December, 1888,	768 19	864 63	3,465 45	5,098 27
Total,	\$9,218 28	\$8,822 89	\$23,042 71	\$41,083 88

RECAPITULATION.

Total passenger earnings for the year,	\$120,060 55
Total freight earnings for the year,	461,006 90
Total earnings from all other sources,	41,083 88
Total earnings for the year,	\$622,151 33
Total receipts from all sources on whole length of line,	\$622,151 33
Proportion of earnings in Pennsylvania to earnings of whole line,	622,151 33

EXPENDITURES FOR OPERATING DURING THE YEAR.
CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$507 76		\$507 76
Agents,	3,183 23	\$10,024 64	13,207 87
Baggage masters,	2,223 39		2,223 39
Brakemen,	2,355 25	31,581 71	33,936 96
Cars, cleaning,	1,254 37		1,254 37
Cars, incidental supplies of,	285 70	348 72	634 42
Cars, oil, tallow and waste,	93 28	1,205 01	1,298 29
Car service,		5,088 59	5,088 59
Clerks,	1,200 38	10,080 45	11,280 83
Conductors and train agents,	4,099 92	16,078 08	20,178 00
Damages to property, including stock killed,	21 00	15 65	36 65
Dispatchers,	437 19	4,080 56	4,517 75
Docks, dredging and cleaning,		4,546 85	4,546 85
Drayage,		3 38	3 38
Expenses of stations, except labor,	134 19	127 01	261 20
Expenses of Union Line,		140 81	140 81
Foreign agencies,		256 92	256 92
Heating cars,	364 56		364 56
Heating stations,	213 24	327 82	541 06
Incidentals,	310 22	217 47	527 69
Injuries to individuals,	435 84	898 91	1,334 75
Insurance,	52	1 03	1 55
Labor at stations,	1,031 50	5,703 21	6,734 71
Legal expenses,	1 55		1 55
Lighting cars,	145 36		145 36
Lighting stations,	159 78	232 11	391 89
Loss and damage,		220 09	220 09
Mail expenses,	228 50		228 50
Signals,	44 92	89 93	134 85
Stationery and printing,	899 67	1,890 31	2,789 98
Stations, repairs of and furniture for,	3,773 76	4,811 54	8,585 30
Superintendents,	343 33	2,142 05	2,485 38
Supplies for trainmen,	272 19	484 15	756 34
Switching and track service,		5,069 08	5,069 08
Switch tenders at and about stations and yards,	48 00	895 00	943 00
Telegraph expenses,	2,182 72	4,956 82	7,139 54
Watchmen,	897 75	1,991 89	2,889 64
Wrecks, clearing,		264 66	264 66
Total,	\$27,149 07	\$113,774 45	\$140,923 52

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemen and firemen,	\$9,177 47	\$33,341 36	\$42,518 83
Engine houses and machine shops, etc., repairs of,	291 92	1,532 55	1,824 47
Fuel for locomotives,	4,261 55	21,675 38	25,936 93
Heating and lighting,	156 97	824 11	981 08
Incidentals,	60 92	319 81	380 73
Laborers,	546 99	2,871 72	3,418 71
Litigation, cost of,	69	3 61	4 30
Locomotive furniture and fixtures,	88 64	465 34	553 98
Locomotives, repairs of,	2,104 58	25,846 38	27,950 96
Oil for locomotives, tallow and waste,	477 41	1,759 43	2,236 84
Sand for locomotives,	93 65	491 68	585 33
Stationery and printing,	21 21	111 37	132 58
Superintendence,	59 44	312 04	371 48
Tools and machinery, repairs of,	372 93	1,957 88	2,330 81
Watchmen,	263 61	1,383 97	1,647 58
Water, wood and coal stations, expenses and repairs of,	646 35	3,393 31	4,039 66
Total,	\$18,624 33	\$96,289 94	\$114,914 27
MAINTENANCE OF WAY.			
Ballast,	\$464 37	\$1,554 65	\$2,019 02
Bridges, repairs of,	5,320 05	17,810 60	23,130 65
Cars, repairs of (in M. of W. service),	35 72	119 59	155 31
Clerks,	156 89	525 23	682 12
Cross-ties,	3,819 99	12,788 65	16,601 64
Cattle guards and road crossings,	586 65	1,963 99	2,550 64
Fences,	357 23	1,195 95	1,553 18
Foremen, tool and watch houses, repairs of,	12 33	41 29	53 62
Frogs,	135 30	452 98	588 28
Incidentals,	26 70	89 37	116 07
Joints,	171 65	574 66	746 31
Litigation, cost of,	64 09	214 56	278 65
Oil, tallow, waste, etc.,	38 68	129 51	168 19
Rails, iron,	809 45	2,709 91	3,519 36
Rails, steel,	663 03	2,219 69	2,882 72
Road bed, repairs of, labor and material,	1,561 04	5,226 10	6,787 14
Snow and ice, removing,	308 61	1,933 17	1,341 78
Spikes,	118 40	396 37	514 77
Stationery and printing,	5 08	17 01	22 09
Superintendents and supervisors,	615 78	2,061 51	2,677 29
Switches,	335 54	1,123 34	1,458 88
Tools and repairs of tools,	277 13	927 79	1,204 92
Track, repairing,	5,819 00	19,480 98	25,299 98
Watchmen,	241 04	806 98	1,048 02
Total,	\$21,943 75	\$73,463 88	\$95,407 63
MAINTENANCE OF CARS.			
Car shops and sheds, repairs of,	\$7 62	\$144 78	\$152 40
Cars, repairs of freight, . . . . .	.....	60,839 78	60,839 78
Cars, repairs of passenger, baggage, express and postal,	3,309 09	.....	3,309 09
Heating and lighting car shops,	6 80	129 21	136 01
Incidentals,	8 57	162 77	171 34
Laborers,	71 21	1,353 08	1,424 29
Superintendence,	14 02	266 39	280 41
Tools and repairs of tools,	51 10	970 99	1,022 09
Watchmen,	24 00	456 00	480 00
Total,	\$3,492 41	\$64,323 00	\$67,815 41
GENERAL EXPENSES.			
Attendants,	\$25 99	\$126 91	\$152 90
Clerks,	538 52	2,629 27	3,167 79
Fuel and light,	27 46	134 00	161 54
Incidentals,	169 49	827 50	996 99
Law department, salaries and fees,	147 90	722 10	870 00
Office expenses, repairs and furniture,	56 97	278 14	335 11
Salaries of president and other officers,	117 72	574 76	692 48
Stationery and blanks,	40 64	198 41	239 05
Taxes on real estate,	476 62	2,327 00	2,803 62
Total,	\$1,601 31	\$7,818 17	\$9,419 48

EARNINGS—SUMMARY.

Passenger transportation, local, \$97,410.91; through, \$22,649.64; total,	\$120,060 55
Freight transportation, local, \$240,488.42; through, \$220,518.48; total,	461,006 90
Mail service, \$9,218.28; express service, \$8,822.89; total,	18,041 17
Miscellaneous,	23,042 71
Total,	\$622,151 33

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$27,149 07	\$113,774 45	\$140,923 52
Motive power,	18,624 33	96,289 91	114,914 27
Maintenance of way,	21,943 75	73,463 88	95,407 63
Maintenance of cars,	3,492 41	64,323 00	67,815 41
General expenses,	1,601 31	7,818 17	9,419 48
Total operating expenses,			\$428,480 31

Operating expenses, 68.871 per cent. of earnings.

Earnings per mile of road operated,	\$7,365 35
Expenses per mile of road operated,	5,072 57

Net earnings,	\$2,292 78
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EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express Company; 40 per cent. of gross receipts from general merchandise and money business; 70 per cent. of gross receipts from oyster business; cars are furnished and kept in repair by the Pennsylvania Company.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road: None other than those owned or controlled by the Pennsylvania Company.

Do they use the cars of your company or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation? The cars of the transportation line operating over this company's road are given no preference in any particular.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service: \$9,218.28 per annum.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Employees,	2	.....	1	.....	3
Others,	1	.....	1	.....
Total,	2	1	1	1	3

See lessor company's report.

ERIE AND WYOMING VALLEY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
John B. Smith.	President,	Dunmore, Pa.
George B. Smith,	Secretary and Treasurer, . .	Dunmore, Pa.
William Gillmore,	Auditor,	Dunmore, Pa.
A. D. Blackinton,	Engineer,	Dunmore, Pa.
George B. Smith,	Superintendent,	Dunmore, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John B. Smith,	Dunmore, Pa.	A. H. McClintock, . . .	Wilkes-Barre.
John King,	New York.	Samuel Hines,	Scranton, Pa.
E. H. Mead,	New York.	George H. Catlin, . . .	Scranton, Pa.
S. M. Felton, Jr.,	New York.		

Date of annual meeting for election of directors, June 12, 1888.

GENERAL INFORMATION.

Name of road : Erie and Wyoming Valley.

By whom operated : Erie and Wyoming Valley Railroad Company.

The general offices of the company are located at Dunmore, Pa.

For information concerning this report, address Geo. B. Smith, Treasurer, Dunmore, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, November 6, 1882.

CAPITAL STOCK.

Amount authorized by law,	\$3,000,000 00
Amount authorized by votes of company,	1,500,000 00
Amount subscribed,	1,500,000 00
Amount now paid in, common,	1,500,000 00
Number of shares issued,	30,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (bear interest at 6 per cent., which is payable January 1 and July 1), amount,	\$3,000,000 00
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UNFUNDED DEBT.

Unfunded debt incurred for construction, equipment or purchase of property,	\$275,152 55
Debt incurred for any other purpose, and for what: Unpaid coupons,	450,000 00
Total amount of unfunded debt,	725,152 55
Total amount of funded and unfunded debt,	\$3,725,152 55
Funded debt as per last report,	\$3,000,000 00
Unfunded debt as per last report,	730,620 71
Total cash realized from capital stock and debt,	\$5,225,152 55

COST.

Cost of roads owned to December 31, 1887,	\$5,040,687 68
Cost of additions for the year ending December 31, 1888,	1,320 13
Total cost of roads owned to date,	\$5,042,007 81
Average of same per mile of single track,	\$65,480 62
Cost of equipment owned,	107,872 00
Average cost of equipment per mile of road owned by the company,	1,400 92
Cost of road and equipment per mile (of road owned by company),	66,881 54
Total cost of roads and equipment,	5,149,879 83

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Laekawaxen to Wyoming Junction, . . .	60 miles.
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BRANCHES.

Seranton branch, from Hanging Rock to Seranton, length of road, .	4 miles.
Brownsville branch, from Spring Brook to breaker, length of road, .	1 mile.
Old Forge branch, from Pleasant Valley to breaker, length of road, .	1 mile.
Barnum branch, from near Wyoming Junction to breaker, length of road,	$\frac{1}{2}$ mile.
Port Griffith branch, from Pleasant Valley to No. 14 breaker, length of road,	$6\frac{1}{2}$ miles.
Gypsy Grove branch, from Winton branch to breaker, length of road, .	3 miles.
No. 6 breaker branch, from Sebastopol to breaker, length of road, . .	1 mile.

LEASED ROADS.

Jones Lake Railroad, from Lake Junction to Jones Lake, length of road,	$1\frac{1}{2}$ miles.
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SUMMARY.

Length of main line,	60 miles.
Length of branches owned by the company,	17 miles.
Length of leased roads,	$1\frac{1}{2}$ miles.
Total length of all roads owned, leased and operated,	$79\frac{1}{2}$ miles.
Length of second track,	6 miles.
Length of sidings and other tracks not above enumerated,	27 miles.
Length of all tracks,	$112\frac{1}{2}$ miles.

GAUGE.

Gauge of lines,	4 ft. $8\frac{1}{2}$ ins.
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CHARACTERISTICS OF ROAD—CONTINUED.

TRACK.

Miles of track laid with steel rail on lines owned, leased or operated,	112 $\frac{1}{2}$
Weight of rail per yard, steel,	67 lbs.

TELEGRAPH LINES.

Length of lines in miles in Pennsylvania,	44
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BRIDGES AND TRESTLES.

Stone bridges, number of, 3; aggregate length,	48 feet.
Iron bridges, number of, 27; aggregate length,	1,875 feet
Wooden trestles, number of, 3; aggregate length,	396 feet.
Iron trestles, number of, 2; aggregate length,	435 feet.
Total length of bridges and trestles,	2,754 feet.

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth :
Lehigh Valley Railroad, at Barnum branch.

Railroads crossing lines owned by the company either over or under grade in this Commonwealth : Lehigh Valley Railroad, at Pleasant Valley (under); Lehigh Valley Railroad, at Port Griffith (under); Delaware and Hudson Railroad, at Pleasant Valley (under); Spring Brook Railroad, at Spring Brook (under); Delaware, Lackawanna and Western Railroad, at Dunmore (under); Delaware, Lackawanna and Western Railroad, at Nay Aug (under).

Number of crossings of highways at grade, in this Commonwealth, .	51
Number of crossings of highways over railroad,	4
Number of crossings of highways under railroad,	9
Number of crossings at which gates or flagmen are maintained, . . .	1

Statement of regulations governing employes in regard to these crossings : Usual regulations.

STATIONS.

Number of stations on main line, passenger and freight,	7
Number of stations on branches, passenger and freight,	2
Number of stations on leased roads, passenger and freight,	2
Number of engine houses and shops owned by the company,	3
Number of fuel and water stations on main line,	8
Number of fuel and water stations on branches,	3

Material of foundation upon which track is laid : Earth and stone.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	8	\$8,324 43
Freight cars, 8-wheel (flat),	23	325 00
Freight cars, 4-wheel (flat),	6	200 00
Hand cars and hand trucks,	14	53 00

Average number of ears in passenger trains, including mail, express and baggage cars,	2
Average number of cars in freight trains,	7
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	78
Average weight of freight trains, including locomotive and tender, in working order, in tons,	180

CHARACTERISTICS OF ROAD—CONTINUED.

EMPLOYES.

Average number of persons regularly employed by company, including officials,	450
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DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	84,023
Number of miles run by freight and coal trains,	160,902
Total number of miles run,	244,925
Number of passengers carried one mile in Pennsylvania,	1,935,130
Number of tons of 2,000 pounds of through freight for the year on main road,	1,944,690
Number of tons of 2,000 pounds of local freight for the year,	80,878
Gross amount of tonnage for the year (2,000 pounds per ton),	2,025,568
Average rate of speed adopted by express trains, including stops (miles per hour),	30
Average rate of speed adopted by freight trains, including stops, (miles per hour),	15

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	1,942,627	Agricultural products,	2,989
Bituminous coal and coke,	154	Merchandise and manufactures,	6,670
Petroleum and other oils,	255	Live stock,	73
Railroad iron,	18,595	Lumber,	4,256
Other iron or castings,	971	Other articles,	13,525
Iron and other ores,	229		
Stone and lime,	34,835	Total,	2,025,179

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, per ton per mile,	3 cents.
For through coal, per ton per mile,	1 cent.
For local freight, per ton per mile,	4½ cents.
For local coal, per ton per mile,	1½ cents.

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888.	503	12,231	\$294 38	2,427	46,077	\$1,298 47	2,930	58,308	\$1,592 85
February, 1888.	406	10,797	273 00	2,527	48,493	1,395 51	2,933	59,290	1,668 51
March, 1888.	623	16,860	413 00	3,278	61,877	1,674 66	3,901	78,737	2,087 66
April, 1888.	588	16,161	406 84	3,401	73,557	1,824 01	3,989	89,518	2,230 85
May, 1888.	506	15,095	378 40	5,544	121,628	2,322 16	6,050	136,723	2,700 56
June, 1888.	2,152	62,100	838 86	13,177	189,019	2,181 20	15,329	251,119	3,020 06
July, 1888.	2,645	83,104	980 08	20,889	315,704	3,940 73	23,534	399,108	4,920 81
August, 1888.	1,675	40,302	652 74	20,892	443,537	3,797 58	22,567	483,831	4,450 32
September, 1888.	920	21,663	419 63	4,880	97,886	2,192 79	5,800	119,249	2,612 42
October, 1888.	1,318	26,993	520 64	3,634	70,194	1,801 23	4,942	97,187	2,321 87
November, 1888.	392	12,294	318 50	3,489	67,230	1,708 78	3,881	79,521	2,027 28
December, 1888.	411	12,245	308 70	3,700	70,283	1,772 25	4,111	82,528	2,080 95
Total,	12,139	330,145	\$5,804 77	87,638	1,604,985	\$25,909 37	99,767	1,935,130	\$31,714 14

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers, 1.75 cents; for first-class way passengers, 1.62 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888.	148,826	...	\$47,147 59	4,724	...	\$2,248 40	153,550	...	\$49,395 99
February, 1888.	182,962	...	65,862 58	4,507	...	2,208 28	187,469	...	68,070 86
March, 1888.	96,564	...	33,631 84	7,743	...	3,695 95	104,307	...	37,327 79
April, 1888.	134,590	...	45,956 35	5,844	...	2,901 50	140,434	...	48,857 85
May, 1888.	144,224	...	40,904 56	7,816	...	3,687 47	152,070	...	44,592 03
June, 1888.	187,930	...	55,316 35	9,314	...	3,930 08	197,244	...	59,246 43
July, 1888.	192,413	...	56,254 83	6,994	...	3,295 77	199,407	...	59,550 60
August, 1888.	224,185	...	76,528 50	4,646	...	2,373 51	229,501	...	78,902 01
September, 1888.	171,025	...	65,981 28	8,590	...	3,916 04	179,615	...	69,897 32
October, 1888.	207,563	...	75,254 70	10,177	...	5,073 45	217,740	...	80,328 15
November, 1888.	164,984	...	58,873 53	6,527	...	3,483 25	171,511	...	62,356 78
December, 1888.	88,754	...	33,851 94	3,966	...	2,251 65	92,720	...	36,103 59
Total,	1,944,690	...	\$655,564 05	80,878	...	\$39,065 35	2,025,568	...	\$694,629 40

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

January, 1888,	\$63 98
February, 1888,	65 91
March, 1888,	76 81
April, 1888,	86 06
May, 1888,	92 09
June, 1888,	93 33
July, 1888,	86 02
August, 1888,	129 08
September, 1888,	123 07
October, 1888,	126 29
November, 1888,	70 00
December, 1888,	70 00
Total,	<u>\$1,082 64</u>

RECAPITULATION.

Total passenger earnings for the year,	\$31,714 14
Total freight earnings for the year,	694,629 40
Total earnings from all other sources,	1,082 64
Total receipts from all sources on whole length of line,	<u>\$727,426 18</u>

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Land or land damages,	<u>\$1,320 13</u>
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EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Advertising,	\$464 22
Agents,	7,392 57
Baggage masters,	1,793 52
Brakemen,	23,229 53
Cars, cleaning,	712 99
Car furniture and fixtures,	345 04
Car service,	58,638 48
Clerks,	1,337 23
Conductors and train agents,	14,549 33
Dispatchers,	3,320 00
Heating cars,	81 75
Heating stations,	457 72
Incidentals,	914 86
Labor at stations,	1,525 85
Legal expenses,	784 10
Lighting cars,	276 55
Lighting stations,	657 03
Loss and damage,	1,968 33
Stationery and printing,	2,228 74
Stations, repairs of, and furniture for,	2,638 44
Switchmen,	9,417 35
Taxes, State,	1,774 43
Telegraph expenses,	5,851 98
Watchmen,	1,398 95
Wrecks, clearing,	1,187 18
Total,	<u>\$142,946 17</u>

EXPENDITURES FOR OPERATING DURING THE YEAR--CONTINUED.

MOTIVE POWER.

Enginemmen and firemen, passenger and freight,	\$45,839 98
Engine houses and machine shops, etc., repairs of,	16,641 69
Fuel for heating,	401 30
Fuel for locomotives,	30,504 31
Use of locomotives,	37,141 17
Laborers,	5,408 95
Locomotive furniture and fixtures,	275 95
Locomotives, repairs of,	39,653 90
Oil for locomotives and waste,	5,020 01
Sand for locomotives,	1,173 30
Watchmen,	3,222 24
Water, wood and coal stations, expenses and repairs of,	5,007 44
Total,	<u>\$190,290 24</u>

MAINTENANCE OF WAY.

Bridges, repairs of,	\$7,802 33
Cars, repairs of (in M. of W. service),	15 00
Cross-ties,	13,921 15
Foremen, tool and watch-houses, repairs of,	41 50
Frogs and switches,	1,951 41
Incidentals, new works,	5,380 63
Rails, steel,	7,983 42
Road-bed, repairs of, labor and material,	23,680 91
Snow and ice, removing,	5,019 67
Spikes, bolts and splices,	1,244 47
Superintendents and supervisors,	3,299 45
Fences,	1,528 46
Telegraph, repairs of,	307 87
Tools and repairs of tools,	1,090 63
Track, repairing,	26,577 22
Watchmen,	2,409 86
Total,	<u>\$102,253 98</u>

MAINTENANCE OF CARS.

Cars, repairs of freight, passenger, baggage, express and postal,	\$20,708 06
Oil, tallow, waste, etc.,	2,204 07
Total,	<u>\$22,912 13</u>

GENERAL EXPENSES.

Clerks,	\$2,387 70
Incidentals and legal expenses,	2,315 88
Office expenses, repairs and furniture,	8 25
Salaries of president and other officers,	6,700 00
Stationery and blanks,	162 15
Taxes on real estate and repairs,	2,083 35
Total,	<u>\$13,657 33</u>

EARNINGS--SUMMARY.

Passenger transportation, local, \$25,909.37 ; through, \$5,804.77 ; total,	\$31,714 14
Freight transportation, local and through,	694,629 40
Express service,	1,082 64
Miscellaneous : Rent of road from Hawley to Lackawaxen,	50,000 00
Total,	<u>\$777,426 18</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$142,946 17
Motive power,	190,290 24
Maintenance of way,	102,253 98
Maintenance of cars,	22,912 13
General expenses,	13,657 33
Total operating expenses,	\$472,059 85
Expenditures charged to cost of road, real estate and equipment during the year,	1,320 13
Total expenditures during the year,	\$473,379 98
Earnings per mile of road operated,	\$11,638 82
Expenses per mile of road operated,	7,552 96
Net earnings,	304,046 20

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of road and equipment,	\$5,149,879 83
Cash and ledger balances,	75,272 72
Total,	\$5,225,152 55

LIABILITIES.

Capital stock,	\$1,500,000 00
Funded debt,	3,000,000 00
Coupons unpaid,	450,000 00
Accounts payable,	63,693 55
Profit and loss account,	211,459 00
Total,	\$5,225,152 55

EXPRESS COMPANIES.

Names of express companies that run on the road, and terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : Wells, Fargo and Company's express ; usual conditions.

FAIRCHANCE AND STATE LINE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
I. A. Jenkins,	President,	Ursina, Pa.
I. N. Richards,	Secretary,	Pittsburgh, Pa.
M. L. Jenkins,	Treasurer,	Sharpsburg, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
H. L. Preisler,	McKeesport, Pa.	I. N. Richards,	Pittsburgh, Pa.
C. A. Will,	Chicago, Ill.	Wm. Kuhlman,	Ursina, Pa.
M. L. Jenkins,	Sharpsburg, Pa.	T. S. Allison,	Mt. Pleasant, Pa.

Date of annual meeting of directors, second Tuesday of January.

CAPITAL STOCK.

Amount authorized by law,	\$60,000 00
Amount subscribed,	25,150 00
Amount now paid in,	2,515 00
Amount paid in on each share,	5 00
Par value of each share,	50 00

COST.

Costs of roads owned to December 31, 1887,	\$689 16
Cost of additions for the year ending December 31, 1888,	1 00
Total cost of road owned to date,	\$690 16

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Fairchance to State Line,	9	9

GAUGE.

Gauge of lines,	36 inches.
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FAYETTE COUNTY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
E. B. Dawson,	President,	Uniontown, Pa.
J. M. Thompson,	Secretary,	Uniontown, Pa.
J. M. Thompson,	Treasurer,	Uniontown, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
E. B. Dawson,	Uniontown, Pa.	John K. Ewing,	Uniontown, Pa.
Ewing Brownfield,	Uniontown, Pa.	J. V. Thompson,	Uniontown, Pa.
J. M. Thompson,	Uniontown, Pa.	Jacob M. Beeson,	Uniontown, Pa.
F. C. Robinson,	Uniontown, Pa.		

GENERAL INFORMATION.

Name of road : Fayette County Railroad Company.
By whom operated : Baltimore and Ohio Railroad Company.
By what authority : By lease of Pittsburgh and Connellsville Railroad Company.

CAPITAL STOCK.

Amount authorized by law,	\$1,500,000 00
Amount authorized by votes of company,	98,350 00
Amount now paid in, common and special or preferred,	125,395 71
Number of shares issued,	2,148
Amount paid in on each share,	16 66 ² / ₃
Par value of each share,	50 00

COST.

Total cost of roads owned to date, as near as can be estimated, . . .	\$130,000 00
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CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Uniontown to Connellsville, whole length, all in Pennsylvania,	12 ² / ₃ miles.
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GAUGE.

Gauge of lines,	4 ft. 8 ¹ / ₂ in.
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TRACK.

Miles of track laid with steel rail on lines owned, leased or operated, whole length,	12 ² / ₃ miles.
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BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	23
Wooden bridges, aggregate length,	2,000 feet.
Wooden trestles, number of, 1 ; aggregate length,	150 feet.

CHARACTERISTICS OF ROAD—CONTINUED.

CROSSINGS.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: South-West Pennsylvania Railroad Company, at Connellsville, over.

STATIONS.

Number of stations on main line, passenger,	7
Number of stations on main line, freight,	9
Number of water stations on main line,	1

Material of foundation upon which track is laid: Laid upon cross-ties upon broken stone filled between with broken stone.

EARNINGS FOR THE YEAR.

Rents,	\$9,000 00
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EXPRESS COMPANIES.

Names of express companies that run on the road: Baltimore and Ohio Express Company.

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividend: Now outstanding, \$107,400.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: Quarterly dividends of 2 per cent., or 8 per cent. annually, declared 10th of January, April, July and October.

Paid in dividends, special cash dividends,	\$1,611 00	
Paid in dividends, cash,	8,592 00	
		\$10,203 00

The Fayette County Railroad is leased to the Pittsburgh and Connellsville Railroad Company for 99 years from November 1, 1864, and all questions not herein answered are approved to fall to them.

FRANKFORD AND HOLMESBURG RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Andreas Hartel,	President,	Holmesburg, Phila.
Joseph H. Brown,	Secretary,	Holmesburg, Phila.
William Rowland, Jr.,	Treasurer,	Holmesburg, Phila.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. N. Dubarry,	Philadelphia, Pa.	Joseph H. Brown,	Holmesburg, Phila.
B. Franklin Crispin,	Philadelphia, Pa.	Jonathan Rowland,	Holmesburg, Phila.
Presley Blakinston,	Philadelphia, Pa.	Alfred Dungan,	Bustleton, Phila.
Andreas Hartel,	Holmesburg, Phila.	Isaac W. Tomlinson,	Bustleton, Phila.
Joseph Hartel,	Holmesburg, Phila.	William Dedaker,	Bustleton, Phila.
William Rowland, Jr.,	Holmesburg, Phila.	Jamison Lott,	Bustleton, Phila.
George S. Clark,	Holmesburg, Phila.		

Date of annual meeting for election of directors, January 14, 1889.

GENERAL INFORMATION.

Name of road : Frankford and Holmesburg Railroad.

By whom operated : Pennsylvania Railroad Company.

By what authority : Under lease dated January 1, 1881.

The general offices of the company are located at Holmesburg (Philadelphia), Pa.

For information concerning this report, address William Rowland, Jr., Treasurer.

How are the passenger cars on your road heated, lighted and ventilated ? Heated by safety stoves, Baker hot water heaters and steam from locomotives; lighted by oil lamps; ventilated my movable sashes in the upper deck.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized July 18, 1863, under act of July 18, 1863 (P. L. 1864, p. 1115), and supplement of March 30, 1864 (P. L., p. 124), April 11, 1866 (P. L., p. 693), April 10, 1867 (P. L., p. 1003).

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount subscribed,	100,000 00
Amount now paid in,	100,000 00
Number of shares issued,	2,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due January 1, 1890; bear interest at 7 per which is payable January and July), amount,	\$50,000 00
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CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Holmesburg Junction to Bustleton, Pa., .	4.16	4.16
Length of single main track,	4.16	4.16
SUMMARY.		
Length of main line,	4.16	4.16
Total length of all roads owned, leased and operated,	4.16	4.16
Length of siding and other tracks not above enumerated,	0.86	0.86
Length of all tracks,	5.02	5.02

GAUGE.

Gauge of lines, 4 ft. 9 in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	4.44	4.44
Miles of track laid with iron rail on lines owned, leased or operated, .	0.58	0.58

Weight of rail per yard, { Steel, 56 to 67 lbs.
 { Iron, 50 to 62 lbs.

TELEGRAPH LINES.

Length of lines in miles, 4.16; in Pennsylvania, 4.16
 Number of miles of wire, 8.32; in Pennsylvania, 8.32

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . 7
 Wooden bridges, number of, 4; aggregate length, 222 feet
 Wooden trestles, 1,267
 Total length of bridges and trestles, 1,489

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth, . 3
 Number of crossings of highways over railroad, 1
 Number of crossings of highways under railroad, 3
 Number of crossings at which there are neither gates nor flagmen, . 3

Statement of regulations governing employes in regard to these crossings: Flagmen and gatemen at the approach of trains must give timely warning to all persons approaching crossings, and whistles should be sounded one-fourth mile from crossing and bell rung until crossing is passed.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 3; freight, 3,	4	4
Number of engine houses and shops owned by the company,	1	1

Material of foundation upon which track is laid: White oak cross-ties and stone and gravel ballast.

CHARACTERISTICS OF ROAD—CONTINUED.

EQUIPMENT.

Furnished by Pennsylvania Railroad Company, lesse.

Average number of ears in passenger trains, including mail, express and baggage ears,	3
Average number of ears in freight trains,	23
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	128
Average weight of freight trains, including locomotive and tender, in working order, in tons,	344

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	23,856
Number of miles run by freight and coal trains,	2,952
Total number of miles run,	26,808
Number of passengers carried one mile in Pennsylvania,	366,258
Net cost per mile for each passenger carried,	4.562 cents
Number of tons of freight carried one mile,	68,253
Number of tons of freight carried one mile in Pennsylvania,	68,253
Gross amount of tonnage for the year (2,000 pounds per ton),	19,896
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	20
Average rate of speed adopted by express trains, including stops (miles per hour),	49
Average rate of speed adopted by freight trains, including stops (miles per hour),	12
Total amount of freight, in tons of 2,000 pounds,	19,896
Rate per ton (of 2,000 pounds) per mile charged for freight,	1.171 cents

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888,	4,444	18,220	\$317 04	7,233	6,971	\$164 98	11,677	25,191	\$482 02
February, 1888,	2,592	10,627	214 27	8,769	12,867	246 92	11,361	23,191	461 19
March, 1888,	3,908	16,023	297 64	7,573	8,873	189 11	11,181	24,896	486 75
April, 1888,	4,839	19,840	378 23	7,966	7,609	192 08	12,805	27,419	570 31
May, 1888,	4,977	20,406	347 88	8,890	9,363	269 41	13,867	29,769	617 29
June, 1888,	5,287	21,677	411 00	8,209	10,753	228 20	13,496	32,430	639 20
July, 1888,	5,035	20,614	376 33	7,914	9,022	230 45	12,949	29,466	606 78
August, 1888,	4,744	19,450	400 85	8,189	11,260	251 42	13,233	30,710	652 27
September, 1888, . . .	5,342	21,902	439 08	8,562	10,648	235 83	13,904	32,550	674 91
October, 1888,	8,055	33,026	671 14	10,389	13,610	321 75	18,441	46,636	995 89
November, 1888, . . .	5,325	21,832	407 59	8,323	8,712	209 27	13,648	30,544	616 86
December, 1888, . . .	4,643	19,036	375 47	9,021	13,887	253 49	13,661	32,923	628 96
Total,	59,191	242,683	\$4,636 52	101,338	123,575	\$2,795 91	160,529	366,258	\$7,432 43

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For through business, 1.911 cents; for local business, 2.263 cents; for total business, 2.029 cents.

EARNINGS FOR THE YEAR—CONTINUED.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	MILES.	AMOUNT.
January, 1888,	979	2,814	\$42 46
February, 1888,	1,965	6,877	74 49
March, 1888,	2,517	17,107	81 20
April, 1888,	2,481	8,982	131 98
May, 1888,	2,766	10,205	117 38
June, 1888,	1,086	2,682	62 34
July, 1888,	1,567	2,997	23 35
August, 1888,	1,912	4,869	40 18
September, 1888,	1,284	3,047	59 91
October, 1888,	1,231	3,169	52 82
November, 1888,	961	2,341	61 58
December, 1888,	1,147	3,163	51 86
Total,	19,896	68,253	\$799 55

FROM ALL OTHER SOURCES.

MONTHS.	MAILS .	MISCELLANEOUS.	TOTALS.
January, 1888,	\$14 39	\$10 28	\$24 67
February, 1888,	14 39	.....	14 39
March, 1888,	14 40	61 59	75 99
April, 1888,	14 39	10 58	24 97
May, 1888,	14 39	54 55	68 94
June, 1888,	14 40	13 89	28 29
July, 1888,	14 39	27 25	41 64
August, 1888,	14 39	27 37	41 76
September, 1888,	14 40	28 34	42 74
October, 1888,	14 39	29 05	43 44
November, 1888,	14 39	25 99	40 38
December, 1888,	14 40	10 47	24 87
Totals,	\$172 72	\$299 36	\$472 08

RECAPITULATION.

Total passenger earnings for the year,	\$7,432 43
Total freight earnings for the year,	799 55
Total earnings from all other sources,	472 08
Total earnings for the year,	\$8,704 06

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Agents,	\$848 88	\$94 32	\$943 20
Baggage masters,	546 00	.....	546 00
Brakemen,	516 45	.....	516 45
Conductors and train agents,	1,017 25	.....	1,017 25
Expenses of stations, except labor,	118 05	7 08	125 13
Heating stations,	2 21	.....	2 21
Incidentals,	20 68	2 54	23 22
Insurance,	44 28	4 92	49 20
Labor at stations,	194 40	21 60	216 00
Lighting stations,	2 55	29	2 84
Stations, repairs of and furniture for,	179 14	18 51	197 65
Taxes, State,	25 19	39 24	64 43
Telegraph expenses,	58 32	6 48	64 80
Wrecks of, clearing, . . . . .	.....	43 25	43 25
Total,	\$3,573 40	\$238 23	\$3,811 63

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemen and firemen,	\$1,176 28	\$168 93	\$1,345 21
Engine houses and machine shops, etc., repairs of,	149 41	16 60	166 01
Fuel for locomotives,	2,278 52	46 28	2,324 80
Locomotive furniture and fixtures,	28 84	3 22	32 06
Locomotives, repairs of,	1,070 96	10 14	1,081 10
Oil for locomotives,	97 16	1 76	98 92
Waste for locomotives,	65 65	80	66 45
Total,	\$1,866 82	\$247 73	\$5,114 55
MAINTENANCE OF WAY.			
Ballast,			\$29 23
Bridges, repairs of,			3,560 36
Cross-ties,			697 45
Frogs,			25 00
Rails, iron,			3 95
Rails, steel,			728 80
Road-bed, repairs of, labor and material,			1,134 09
Snow and ice removing,			144 87
Spikes,			48 00
Splices,			682 21
Switches,			41 47
Taxes on real estate for road,			486 49
Track, repairing,			1,603 44
Total,	\$8,266 81	\$918 55	\$9,185 36

We discontinued dividing the maintainance of way account into passenger and freight expenses January 1, 1888, but merely divide the total.

EARNINGS—SUMMARY.

Passenger transportation, local, \$2,795.91; through, \$4,636.52; total,	\$7,432 43
Freight transportation,	799 55
Mail service,	172 72
Miscellaneous,	299 36
Total,	\$8,704 06

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$3,573 40	\$238 23	\$3,811 63
Motive power,	4,866 82	247 73	5,114 55
Maintenance of way,	8,266 81	918 55	9,185 36
Total operating expenses,	\$16,707 03	\$1,404 51	\$18,111 54
Earnings,			\$8,704 06
Expenses,			18,111 54
Deficit,			9,407 48

GETTYSBURG AND HARRISBURG RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. C. Fuller,	President,	Pine Grove Furnace, Pa.
John M. Butler,	Secretary and Treasurer, . .	119 S. 4th St., Phila., Pa.
C. F. Shower,	Auditor,	Carlisle, Pa.
J. C. Treely,	General Solicitor,	Gettysburg, Pa.
A. E. Lehman,	Chief Engineer,	711 Walnut St., Phila.
Wm. H. Woodward,	General Superintendent, . .	Carlisle, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. C. Fuller,	Pine Grove Furnace.	John M. Butler,	Philadelphia, Pa.
Jay Cooke,	Philadelphia, Pa.	B. J. Woodmond,	Philadelphia, Pa.
Jay Cooke, Jr.,	Philadelphia, Pa.	E. J. Williams,	New York city.
C. D. Borney,	Philadelphia, Pa.		

GENERAL INFORMATION.

Name of road: Gettysburg and Harrisburg Railroad Company.
 By whom operated: Gettysburg and Harrisburg Railroad Company.
 The general offices of the company are located at Carlisle, Pa.
 For information concerning this report, address Wm. H. Woodward, Superintendent, Carlisle, Pa.
 How are the passenger cars on your road heated, lighted and ventilated: Stoves, coal oil, 300°.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered in 1883. Commenced operations April 21, 1884.

CAPITAL STOCK.

Amount authorized by law,	\$250,000 00
Amount now paid in,	250,000 00
Number of shares issued,	5,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due April, 1904; bear interest at 6 per cent., which is payable April and October), amount,	\$250,000 00
First mortgage bonds, Round Top extension (due December, 1914; bear interest at 6 per cent., which is payable June and December), amount,	30,000 00
Total amount of funded debt,	\$280,000 00

DEBT—CONTINUED.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$37,488 91	
Debt incurred for any other purpose, and for what,	53,221 16	
Total amount of unfunded debt,		90,710 07
Total amount of funded and unfunded debt,		\$370,710 07
Funded debt as per last report,	\$280,000 00	
Unfunded debt as per last report,	88,027 02	
Total cash realized from capital stock and debt,		\$620,710 07

COST.

Cost of roads owned to December 31, 1887,	\$518,625 27
Total cost of roads owned to date,	518,625 27
Average of same per mile of single track,	20,866 75
Cost of equipment owned to December 31, 1887,	48,863 64
Average cost of equipment per mile of road owned by the company,	1,986 32
Cost of road and equipment per mile (of road owned by company),	22,853 07

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Hunter's Run, Pa., to Gettysburg, Pa.,	21.6 miles.
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BRANCHES.

Round Top branch, from Gettysburg to Round Top, length of single track,	3 miles.
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SUMMARY.

Length of main line,	21.6 miles.
Length of branches owned by the company,	3 miles.
Total length of all roads owned, leased and operated,	24.6 miles.
Length of sidings and other tracks not above enumerated,	8 miles.
Length of all tracks,	25.4 miles.

GAUGE.

Gauge of lines,	4 ft. 9½ in.
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TRACK.

Miles of track laid with steel rail on lines owned, leased or operated,	21.6
Miles of track laid with iron rail on lines owned, leased or operated,	3.8
Weight of rail per yard, { Steel,	56 lbs.
{ Iron,	56 lbs.

TELEGRAPH LINES.

Length of lines in miles in Pennsylvania,	24.6
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BRIDGES AND TRESTLES.

Iron bridges, number of, 2; aggregate length,	210 feet.
Wooden trestles, number of, 5; aggregate length,	1,750 feet.
Total length of bridges and trestles,	1,960 feet.

CHARACTERISTICS OF ROAD—CONTINUED.

CROSSINGS.

Railroads crossing at grade lines owned by the company in this Commonwealth:	
Extension B. and H. Division West Md. Railroad at Gettysburg, Pa.	
Number of crossings of highways over railroad,	17
Number of crossings of highways under railroad,	1
Number of crossings at which gates or flagmen are maintained,	1

Statement of regulations governing employes in regard to these crossings: Whistle blown 900 feet from, and bell rung continuously until crossing is passed.

STATIONS.

Number of stations on main line, passenger and freight,	10
Number of engine houses owned by the company,	1
Number of water stations on main line,	2
Value of real estate held by the company, exclusive of roadway,	\$8,060 01

Material of foundation upon which track is laid: Cross-ties, stone ballast.

EQUIPMENT.

Locomotives,	2
Passenger cars, first class,	2
Passenger cars, second-class,	8
Total passenger cars,	10
Baggage, mail and express cars,	2
Cars, roadway department, 4-wheel,	8
Hand cars and hand trucks,	8

Train brake in use: Westinghouse air brake, automatic, on passenger trains.

EMPLOYES.

Average number of persons regularly employed by company, including officials,	60
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DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	79,340
Number of miles run by freight and coal trains,	21,148
Total number of miles run,	101,488
Number of passengers carried one mile in Pennsylvania,	1,580,213
Number of tons of freight carried one mile,	446,577
Gross amount of tonnage for the year (2,000 pounds per ton),	28,394

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	2,202	Merchandise and manufactures,	6,591
Bituminous coal and coke,	774	Live stock,	322
Pig iron,	116	Lumber,	6,292
Iron and other ores,	10		
Stone and lime,	7,606	Total,	28,394
Agricultural products,	4,481		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal and local freight and coal, per ton per mile,	2.311 cents.
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EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
January, 1888,	2,108	34,308	\$668 61
February, 1888,	1,970½	29,955	528 71
March, 1888,	2,643½	33,612	1,023 80
April, 1888,	2,534½	37,050	1,022 40
May, 1888,	3,077	48,448	1,122 03
June, 1888,	12,941½	235,730	6,456 74
July, 1888,	34,271	569,693	6,751 78
August, 1888,	17,540	278,542	4,148 67
September, 1888,	6,497½	112,558	2,353 01
October, 1888,	7,015	123,768	2,435 71
November, 1888,	2,678	37,888	1,075 87
December, 1888,	2,845½	38,661	1,416 00
Total,	96,122	1,580,213	\$29,003 33

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS
FOLLOWS:

For first-class through passengers and way passengers, 1.835 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
January, 1888,			\$395 24
February, 1888,			619 05
March, 1888,			691 64
April, 1888,			840 93
May, 1888,			866 74
June, 1888,			1,052 46
July, 1888,			788 93
August, 1888,			1,089 65
September, 1888,			1,218 00
October, 1888,			1,253 91
November, 1888,			888 48
December, 1888,			617 77
Total,	28,394	446,577	\$10,322 80

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
January, 1888,	\$131 53	\$38 13	\$0 99	\$170 65
February, 1888,	131 53	48 83		180 36
March, 1888,	131 53	64 30	1 06	196 89
April, 1888,	131 53	59 98	84	192 35
May, 1888,	131 53	49 89	3 03	184 45
June, 1888,	131 53	54 33	2 32	188 18
July, 1888,	131 53	45 00	1 32	177 85
August, 1888,	131 53	41 72	1 90	175 15
September, 1888,	131 53	41 25	2 07	174 85
October, 1888,	131 53	32 66	1 49	165 68
November, 1888,	131 53	32 80	1 71	166 04
December, 1888,	131 53	41 93	2 19	175 65
Total,	\$1,578 36	\$550 82	\$18 92	\$2,148 10

EARNINGS FOR THE YEAR—CONTINUED.

RECAPITULATION.

Total passenger earnings for the year,	\$29,003 33
Total freight earnings for the year,	10,322 80
Total earnings from all other sources,	2,148 10
Total earnings for the year,	<u>\$41,474 23</u>
Total receipts from all sources on whole length of line,	<u>\$41,474 23</u>

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Agents,	\$1,300 57
Brakemen,	1,278 18
Car service,	186 97
Clerks,	383 60
Conductors and train agents,	1,322 89
Dispatchers,	933 04
Heating cars,	99 92
Heating stations,	261 56
Incidentals,	27 84
Labor at stations,	97 00
Lighting stations,	31 83
Mail expenses,	60 00
Telegraph expenses,	92 35
Parks, repairs of,	166 67
Wrecks, clearing,	102 00
Total,	<u>\$6,344 42</u>

MOTIVE POWER.

Enginemen and firemen, passenger,	\$1,696 03
Enginemen and firemen, freight,	878 03
Fuel for heating,	25 93
Fuel for locomotives,	5,094 74
Locomotives, repairs of,	1,321 57
Oil for locomotives,	384 91
Sand for locomotives,	7 25
Watchmen,	378 60
Water, wood and coal stations, expenses and repairs of,	263 70
Total,	<u>\$10,050 76</u>

MAINTENANCE OF WAY.

Bridges, repairs of,	\$171 55
Cars, repairs of (in M. of W. service),	34 36
Cross-ties,	472 00
Expenses on property,	16 89
Road-bed, repairs of, labor and material,	334 96
Switches,	286 74
Tools and repairs of tools,	89 72
Track, repairing,	4,887 38
Total,	<u>\$6,293 60</u>

GENERAL EXPENSES.

Advertising,	\$185 37
Clerks,	723 03
Incidentals and legal expenses,	374 52
Office expenses, repairs and furniture,	227 79
Stationery and blanks,	730 22
Taxes on real estate,	1 35
Total,	<u>\$2,242 68</u>

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$29,003 33
Freight transportation, local and through,	10,322 80
Mail service, \$1,578.36; express service, \$550.82; total,	2,129 18
Miscellaneous,	18 92
Total,	<u>\$41,474 23</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$6,344 42
Motive power,	10,050 76
Maintenance of way,	6,293 60
General expenses,	2,242 68
Total operating expenses,	<u>\$24,931 46</u>
Total expenditures during the year,	<u>\$24,931 46</u>
Operating expenses, 60 per cent. of earnings:	
Earnings per mile of road operated,	\$1,685 94
Expenses per mile of road operated,	1,013 47
Deficit,	<u>2,683 05</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$518,625 27
Equipment,	48,863 64
Materials, inventory;	6,189 82
Bills and accounts receivable,	29,091 37
Profit and loss,	53,221 16
	<u>\$655,991 26</u>

LIABILITIES.

Capital stock,	\$250,000 00
Funded debt,	280,000 00
Bills and accounts payable,	125,991 26
	<u>\$655,991 26</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express Company, 10 and 20 cents per 100 pounds.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service: \$1,578.36 per annum; two mails each way daily except Sunday.

GREENLICK NARROW GAUGE RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
D. H. Pershing,	President,	Stauffer's Station.
Nathaniel Miles,	Secretary and Treasurer, . .	Scottdale, Pa.
D. H. Pershing,	General Superintendent, . .	Stauffer's Station.
David White,	Division Superintendent, . .	Scottdale, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
H. C. Frick,	Pittsburgh, Pa.	Nathaniel Miles,	Scottdale, Pa.
Edwin Miles,	Pittsburgh, Pa.	George E. Hogg,	Brownsville, Pa.
George K. Miles,	Pittsburgh, Pa.	George A. Hogg,	Iron Bridge.
David White,	Scottdale, Pa.	D. H. Pershing,	Stauffer's Station.
J. R. Stauffer,	Scottdale, Pa.		

Date of annual meeting for election of directors, January 18, 1889.

GENERAL INFORMATION.

Name of road : Greenlick Narrow Gauge Railway.

By whom operated : Greenlick Narrow Gauge Railway Company.

By what authority : Charter from the State.

The general offices of the company are located at Scottdale, Pa.

For information concerning this report, address Nathaniel Miles, Scottdale, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered by the State of Pennsylvania October 19, 1874.

CAPITAL STOCK.

Amount authorized by law,	\$50,000 00
Amount subscribed,	31,650 00
Amount now paid in, common,	31,650 00
Number of shares issued,	633
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Debt incurred for any other purpose, and for what : Rolling stock, labor and supplies,	\$6,846 53
Unfunded debt as per last report,	5,216 06

COST.

Cost of roads owned to December 31, 1887,	\$29,752 75
Total cost of roads owned to date,	29,752 75
Average of same per mile of road laid,	7,438 19
Average of same per mile of single track,	7,438 19
Total cost of equipment owned,	7,250 02
Average cost of equipment per mile of road owned by the company,	1,812 50
Average cost of equipment per mile of road operated by company,	1,812 50
Cost of road and equipment per mile (of road owned by company),	9,250 69
Total cost of roads and equipment,	37,002 77

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Greenlick Junction to Mt. Vernon Mines,	3.56	3.56
SUMMARY.		
Length of main line,	3.56	3.56
Length of sidings and other tracks not above enumerated,43	.43
Length of all tracks,	4.00	4.00

GAUGE.

Gauge of lines,	3 feet.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,43	.43
Miles of track laid with iron rail on lines owned, leased or operated,	3.56	3.56

Weight of rail per yard, {	Steel,	30 lbs.
	Iron,	24 and 30 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	10
Wooden bridges, number of, 7 ; aggregate length,	249 feet.
Wooden trestles, number of, 3 ; aggregate length,	227 feet.
Total length of bridges and trestles,	476 feet.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 4 ; freight, 4,	4	4
Number of engine houses and shops owned by the company,	1	1
Value of real estate held by the company, exclusive of roadway,	\$50 00	

Material of foundation upon which track is laid : Stone slag ballast, white oak ties.

CHARACTERISTICS OF ROAD—CONTINUED.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	1	\$3,500 00
Passenger cars, second-class,	1	300 00
Freight cars, 4-wheel,	23	140 00

Train brake in use : Chain.	
Average number of cars in freight trains,	11
Average weight of freight trains, including locomotive and tender, in working order, in tons,	70

EMPLOYES.

Average number of persons regularly employed by company, in- cluding officials,	7
Same in Pennsylvania,	7

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Gross amount of tonnage for the year (2,000 pounds per ton),	6,108
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THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Iron and other ores,	4,838	Other articles,	17
Stone and lime,	1,236		
Lumber,	17	Total,	6,108

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight per ton per mile,	8 cents.
For local freight per ton per mile,	8 cents.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

May, 1888,	\$3 00
October, 1888,	1 20
November, 1888,	3 20
December, 1888,	4 20
Total,	\$11 60

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS
FOLLOWS :

For second-class through passengers,	3 cents.
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FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	AMOUNT.
January, 1888,	14	\$2 46
February, 1888,	35	7 61
March, 1888,	75	13 42
April, 1888,	110	19 70
May, 1888,	568	88 98
June, 1888,	85	15 18
July, 1888,	20	3 66
September, 1888,	520	134 30
October, 1888,	1,932	493 20
November, 1888,	1,491	397 82
December, 1888,	1,257	337 28
Total,	6,108	\$1,513 61

EARNINGS FOR THE YEAR—CONTINUED.

RECAPITULATION.

Total passenger earnings for the year,	\$11 60
Total freight earnings for the year,	1,513 61
Total earnings for the year,	<u>\$1,525 21</u>

Proportion of earnings in Pennsylvania to earnings of whole line: All.

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Train hands,	\$963 60
Clerks, secretary and treasurer and office expenses,	339 31
Insurance,	9 00
Superintendents,	400 00
Taxes, State, and interest,	388 81
Total,	<u>\$2,100 72</u>

MOTIVE POWER.

Fuel for locomotives,	245 47
Locomotives, repairs of, and cars,	259 72
Oil for locomotives, and waste,	25 32
Total,	<u>\$530 51</u>

MAINTENANCE OF WAY.

Track repairs of all descriptions,	<u>\$407 86</u>
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EARNINGS—SUMMARY.

Passenger transportation, local and through,	11 60
Freight transportation, local and through,	1,513 61
Total,	<u>\$1,525 21</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$2,100 72
Motive power,	530 51
Maintenance of way,	407 86
Total operating expenses,	<u>\$3,039 09</u>
Total expenditures during the year,	<u>3,039 09</u>
Earnings per mile of road operated,	\$381 30
Expenses per mile of road operated,	759 77
Deficit,	<u>1,513 88</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$37,002 77
Accounts receivable,	134 02
Cash,	11 78
Profit and loss,	1,786 98
	<u>\$38,935 55</u>

LIABILITIES.

Capital stock,	\$31,650 00
Capital stock, ledger accounts,	439 02
Notes payable,	6,087 34
Accounts payable,	759 19
	<u>\$38,935 55</u>

GRASSY ISLAND RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Andrew Langdon,	President,	Buffalo, N. Y.
C. H. Stearns,	Secretary,	Carbondale, Pa.
Geo. T. M. Tilden,	Treasurer,	Buffalo, N. Y.
Wm. McCulloch,	General Superintendent,	Plainsville, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Andrew Langdon,	Buffalo, N. Y.	B. F. Dewey,	Pittston, Pa.
S. W. White,	Buffalo, N. Y.	C. H. Stearns,	Carbondale, Pa.
Wm. McCulloch,	Plainsville, Pa.	A. R. White,	Carbondale, Pa.
Geo. T. M. Tilden,	Buffalo, N. Y.		

Date of annual meeting for election of directors, January 8, 1889.

GENERAL INFORMATION.

Name of road : Grassy Island Railroad.

By whom operated : Grassy Island Railroad Company.

By what authority : Charter granted October 19, 1887.

The general offices of the company are located at Buffalo, N. Y.

For information concerning this report, address Andrew Langdon, President,
Buffalo, N. Y.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted to the Grassy Island Railroad Company October 19, 1887. Work
was commenced in November, 1887, and road is not yet completed.

CAPITAL STOCK.

Amount authorized by law,	\$10,000 00
Amount authorized by votes of company,	10,000 00
Amount subscribed,	10,000 00
Amount now paid in, common,	10,000 00
Number of shares issued,	100
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

Total cash realized from capital stock and debt,	\$10,000 00
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COST.

Total cost of roads owned to date,	\$9,566 72
Average of same per mile of single track,	9,566 72

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Winton, Pa., to Jessup, Pa., length of single main track,	1	1
SUMMARY.		
Length of main line,	1	1

GAUGE.

Gauge of lines, 4 ft. 8½ ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	1	1

Weight of rail per yard, steel, 60 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . 1
 Wooden trestles, number of, 1; length, 860 feet.

CROSSINGS.

Railroads crossing at grade lines owned by the company in this Commonwealth:
 Moosic Mountain Railroad, at Winton, Pa.

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction account, \$9,566 72
 Cash on hand, 433 28
 Total, \$10,000 00

LIABILITIES.

Capital stock, \$10,000 00

HANOVER AND YORK RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
John S. Young,	President,	Hanover, Pa.
Michael Schall,	Vice President,	York, Pa.
Lewis Grove,	Secretary,	Hanover, Pa.
J. H. Alleman,	Treasurer,	Hanover, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Michael Schall,	York, Pa.	William Young,	Hanover, Pa.
W. Latimer Small,	York, Pa.	Wm. J. Young,	Hanover, Pa.
Henry Small,	York, Pa.	S. N. Bechtel,	Hanover, Pa.
J. N. Stacy,	York, Pa.	Isaac Loucks,	Hanover, Pa.
Geo. P. Smyser,	York, Pa.	G. D. Klinefelter,	Hanover, Pa.
P. H. Glatfelter,	Spring Forge, Pa.	Vincent O. Bald,	McSherrystown, Pa.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : Hanover and York Railroad Company.

By whom operated : Pennsylvania Railroad Company.

By what authority : Under lease of 999 years by board of directors.

The general offices of the company are located at Hanover, Pa.

For information concerning this report, address Hanover, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized July 9, 1873, and was chartered under the general Pennsylvania railroad law of Pennsylvania and House of Representatives, bill No. 1910, session of 1873, and the name of the company is the Hanover and York Railroad Company.

CAPITAL STOCK.

Amount authorized by law,	\$250,000 00
Amount authorized by votes of company,	250,000 00
Amount subscribed,	224,250 00
Amount now paid in, common,	224,250 00
Number of shares issued, 4,485	
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due January, 1895; bear interest at 5 per cent., which is payable January 1st and July 1st), amount,	\$150,000 00
Certificate bonds (due April, 1887; bear interest at 5 per cent., which is payable April and October), amount,	21,100 00
Certificate bonds (due April, 1885; bear interest at 5 per cent., which is payable April and October), amount,	20,000 00
Total amount of funded debt,	\$191,100 00

UNFUNDED DEBT.

Total amount of funded and unfunded debt,	\$191,100 00
Funded debt as per last report,	\$191,100 00
Total cash realized from capital stock and debt,	\$415,350 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Hanover, Pa., to York, Pa.,	18.35	18.35

EARNINGS FOR THE YEAR.

RECAPITULATION.

Total earnings from all other sources,	\$725 00
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GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of railroad, etc.,	\$354,851 20
Littlestown Railroad Company stock certificate,	47,139 00
Littlestown Railroad Company note,	15,265 00
Real estate owned by company,	12,105 20
Cash on hand,	18,715 25
Total,	\$448,075 65

LIABILITIES.

Capital stock,	\$224,250 00
First mortgage bonds,	150,000 00
Certificates of indebtedness,	41,100 00
Coupons outstanding,	4,380 00
Dividends unpaid,	1,913 50
Surplus fund,	26,432 15
Total,	\$448,075 65

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: February 15, 1888, 3 per cent.; August 15, 1888, 3 per cent.

Paid in dividends, cash,	\$13,455 00
Surplus at commencement of the year,	29,415 20
Total surplus,	26,432 15
Cash and loans,	26,432 15

HARRISBURG, PORTSMOUTH, MT. JOY AND LANCASTER RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Edmund Smith,	President,	Philadelphia, Pa.
Taber Ashton,	Secretary and Treasurer.	

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Edmund Smith,	Philadelphia, Pa.	Lewis Elkin,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.	A. J. Cassatt,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.	John P. Green,	Philadelphia, Pa.
N. Parker Shortridge,	Wynnewood, Pa.	Vacancy.	
James Young,	Middletown, Pa.		

Date of annual meeting for election of directors, first Friday in September.

GENERAL INFORMATION.

Name of road : Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company.

By whom operated : Pennsylvania Railroad Company,

By what authority : Lease for 999 years, from January 1, 1861.

The general offices of the company are located at 233 South Fourth street, Philadelphia.

For information concerning this report, address T. Ashton, Treasurer, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered June 9, 1832, as the Portsmouth and Lancaster Railroad Company ; name changed to present title March 11, 1835.

The location of the road was completed in the summer of 1835, and work upon graduation commenced in August, 1835. In September, 1836, the ten miles between Middletown and Harrisburg were opened for use. In December, 1836, fifteen miles, extending westward from Lancaster were completed and opened. In May, 1837, nine miles more, from Middletown to Elizabethtown were put in operation, and in October, 1837, the whole line, except the track through tunnel at Elizabethtown, was completed. Tunnel finished in 1838.

CAPITAL STOCK.

Amount authorized by law,	\$2,500,000 00
Amount authorized by votes of company,	1,182,550 00
Amount subscribed,	1,182,550 00
Amount now paid in, common,	1,182,550 00
Number of shares issued,	23,651
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due July 1, 1913; bear interest at 4 per cent., which is payable January 1st and July 1st), amount, \$700,000 00

UNFUNDED DEBT.

Total amount of funded and unfunded debt, \$700,000 00
Total cash realized from capital stock and debt, 1,882,550 00

COST.

Cost of roads owned to date of lease, \$1,882,550 00
Total cost of roads owned to date, as per books of this company, 1,882,550 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Dillerville Junction to Harrisburg,	35.59	35.59
Length of single main track,	25.59	25.59
Length of second main track,	10.00	10.00
Length of third main track,	10.00	10.00
BRANCHES.		
Columbia branch, from Columbia to Branch } Length of road,	18.15	18.15
Intersection, } Length of double track,	18.15	18.15
SUMMARY.		
Length of main line,	35.59	35.59
Length of branches owned by the company,	18.15	18.15
Total length of all roads owned, leased and operated,	53.74	53.74
Length of second track,	28.15	28.15
Length of sidings and other tracks not above enumerated,	40.56	40.56
Length of all tracks,	122.45	122.45

GAUGE.

Gauge of lines, 4 ft. 9 ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	118.54	118.54
Miles of track laid with iron rail on lines owned, leased or operated,	3.91	3.91

Weight of rail per yard, { Steel, 64 to 85 lbs.
 { Iron, 56 to 60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 28.14; in Pennsylvania, 28.14
Number of miles of wire, 274.77; in Pennsylvania, 274.77

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 38
Wooden bridges, number of, 1; length, 393 feet.
Stone bridges, number of, 6; aggregate length, 832 feet.
Iron bridges, number of, 31; aggregate length, 816 feet.
Total length of bridges and trestles, 2,041 feet.

CHARACTERISTICS OF ROAD—CONTINUED.

CROSSINGS.

Number of crossings of highways, at grade, in this Commonwealth,	150
Number of crossings of highways over railroad,	11
Number of crossings of highways under railroad,	9
Number of grade crossings at which gates or flagmen are maintained,	5
Number of crossings at which there are neither gates nor flagmen, .	145

Statement of regulations governing employés in regard to these crossings: Flagmen and gatemen at the approach of trains must give timely warning to all persons approaching crossings, and whistles should be sounded one-fourth mile from crossing, and bell rung until crossing is passed.

STATIONS.	TOTAL.	IN PENN'A.
Number stations on main line, . . . { Passenger, 9 {	10	10
Freight, 8 {		
Number of stations on branches, . . { Passenger, 5 {	5	5
Freight, 5 {		
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	3	3
Number of fuel and water stations on branches,	4	4
Number of locomotive water-troughs on main line and branches, . .	1	1
Number of tunnels on all lines owned by the company,	1	1
Aggregate length of tunnels,	162 feet.	162 feet.

Material of foundation upon which track is laid: White oak ties and broken stone ballast.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: January 10, 1888, 3½ per cent.; July 10, 1888, 3½ per cent.

Paid in dividends, cash, \$82,778 50

HARRISBURG AND POTOMAC RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Austin Corbin,	President,	Philadelphia, Pa.
A. A. McLeod,	Vice President,	Philadelphia, Pa.
Asbury Derland,	Secretary and Treasurer, . .	Boiling Springs, Pa.
A. A. McLeod,	General Manager,	Philadelphia, Pa.
I. A. Sweigard,	General Superintendent, . .	Philadelphia, Pa.
R. H. Middleton,	Division Superintendent, . .	Boiling Springs, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Austin Corbin,	Philadelphia, Pa.	William B. Scott,	Philadelphia, Pa.
A. A. McLeod,	Philadelphia, Pa.	Albert Foster,	Philadelphia, Pa.
A. H. O'Brien,	Philadelphia, Pa.	James J. Dull,	Harrisburg, Pa.
C. H. Quarles,	Philadelphia, Pa.	Asbury Derland,	Boiling Springs, Pa.
William R. Taylor,	Philadelphia, Pa.		

Date of annual meeting for election of directors, first Monday in July, 1889.

GENERAL INFORMATION.

Name of road : Harrisburg and Potomac Railroad.

By whom operated : Philadelphia and Reading Railroad Company.

By what authority : The Philadelphia and Reading Railroad Company owns the bonds of this company and a majority of the shares of stock.

The general offices of the company are located at Boiling Springs, Cumberland county, Pa.

For information concerning this report, address Asbury Derland, Secretary and Treasurer.

How are the passenger cars on your road heated, lighted and ventilated? By stoves; candles in lamps; ventilation by side opening and roof.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was organized under charter duly granted by the State of Pennsylvania on the 20th day of May, 1870, under the corporate name and title of the Miramar Iron Company. On the first day of January, 1872, by a vote of the stockholders, at the annual meeting of the company, held at Newville, Pa., the corporate name of the company was changed from the Miramar Iron Company to that of the Harrisburg and Potomac Railroad Company, due and proper notice of which was furnished to the Secretary of the Commonwealth of Pennsylvania and by him approved.

CAPITAL STOCK.

Amount authorized by law, unlimited,	\$500,000 00
Amount authorized by votes of company : Main line, 1,739; York Springs branch, 44½.	
Amount subscribed,	218,350 00
Amount now paid in, common,	379,165 20

CAPITAL STOCK—CONTINUED.

Number of shares issued,	3,310 $\frac{1}{2}$	
Amount paid in on each share,		\$100 00
Par value of each share,		100 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due January 1, 1904; bear interest at 7 per cent., which is payable July and January), amount,	\$507,200 00
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UNFUNDED DEBT.

Total amount of unfunded debt,	421,732 72
Total amount of funded and unfunded debt,	\$928,932 72
Funded debt as per last report,	\$507,200 00
Unfunded debt as per last report,	442,353 38

COST.

Cost of roads owned to December 31, 1887,	\$1,075,381 46
Total cost of roads owned to date,	1,075,381 46
Average of same per mile of road laid, 41 miles,	26,228 81
Cost of equipment owned to December 31, 1887,	37,500 00
Average cost of equipment per mile of road owned by the company,	914 63
Cost of road and equipment per mile (of road owned by company),	27,143 44
Total cost of roads and equipment,	1,112,881 46

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

No important changes made during the year. This company is operated by the Philadelphia and Reading Railroad Company, and being a division in the general system of that company much of the details of the operations are included in their accounts.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bowmansdale to Shippensburg,	32	32
Length of single main track,	32	32
BRANCHES.		
Philadelphia and Reading Ore branch, from (Length of road,	2	2
near Boiling Springs to ore banks,) Length of single track,	2	2
Cleversburg branch, from Cleversburg Junc-) Length of road,	2.9	2.9
tion to No. 1 ore banks,) Length of single track,	2.9	2.9
SUMMARY.		
Length of main line,	32	32
Length of branches owned by the company,	4.9	4.9
Length of sidings and other tracks not above enumerated (Shippensburg and Western Maryland connection),	1	1
	4	4
Length of all tracks,	41	41

GAUGE.

Gauge of lines,	4 ft. 8 $\frac{1}{2}$ ins.
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CHARACTERISTICS OF ROAD—CONTINUED.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	5	5
Miles of track laid with iron rail on lines owned, leased or operated, .	36	36
	41	41

Weight of rail per yard, { Steel,	56 pounds.
{ Iron,	56 pounds.

TELEPHONE LINES.

Length of lines in miles, telephone, 11; in Pennsylvania,	11
Number of miles of wire, telephone, 11; in Pennsylvania,	11

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	45
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CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth : Gettysburg and Harrisburg Railroad, at near Mount Holly Springs, Pa. ; Dillsburg and Mechanicsburg Railroad, at two miles north of Dillsburg, Pa.

Railroads crossing lines owned by the company either over or under grade in this Commonwealth : Cumberland Valley Railroad, at Shippensburg, Pa. (over grade).	
Number of crossings of highways at grade in this Commonwealth, .	25
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	1
Number of crossings at which there are neither gates nor flagmen, .	25

Statement of regulations governing employes in regard to these crossings : Regulations governing engineers, two long blasts, followed by two short blasts of the whistle, at whistling points, while running, is a signal for approaching a road crossing at grade.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 17; freight, 17,	17	17
Number of engine houses and shops owned by the company,	3	3
Number of fuel and water stations on main line,	3	3

Material of foundation upon which track is laid : Broken stone ballast.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	3	\$4,833 33
Passenger cars, first-class,	3	1,375 00
Passenger cars, second class,	2	1,150 00
Baggage, mail and express cars,	1	1,375 00
Freight cars, 8-wheel, 2+; 4-wheel, 1; total,	25	550 00
Cars, roadway department, 8-wheel,	1	500 00
Cars, roadway department, 4-wheel,	1	125 00
Hand cars and hand trucks,	15	35 00

Train brake in use : Westinghouse air brakes on all passenger trains and all engines.

CHARACTERISTICS OF ROAD—CONTINUED.

Average number of cars in passenger trains, including mail, express and baggage cars,	2
Average number of cars in freight trains,	10

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	25
Same in Pennsylvania,	25

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	25
Average rate of speed adopted by freight trains, including stops (miles per hour),	15

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For local freight, average per ton per mile,	8 cents.
For local coal, average per ton per mile,	3 cents.
Iron ore and fourth class by car loads, per ton per mile,	1½ cents.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	AMOUNT.
January, 1888,	723	\$190 17
February, 1888,	900	238 38
March, 1888,	1,210	289 12
April, 1888,	878	231 54
May, 1888,	873	221 65
June, 1888,	1,439	445 54
July, 1888,	1,423	378 76
August, 1888,	3,964	1,891 12
September, 1888,	1,261	314 07
October, 1888,	1,057	273 25
November, 1888,	812	193 01
December, 1888,	1,080	259 51
Total,	15,620	\$4,926 57

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first class way passengers,	3 cents.
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FROM TRANSPORTATION OF FREIGHT.

January, 1888,	\$2,123 56
February, 1888,	1,769 45
March, 1888,	1,452 94
April, 1888,	1,351 58
May, 1888,	1,716 19
June, 1888,	1,051 34
July, 1888,	1,140 49
August, 1888,	1,474 29
September, 1888,	2,101 36
October, 1888,	2,057 33
November, 1888,	1,976 61
December, 1888,	1,291 58
Total,	\$19,506 72

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
January, 1888,		\$14 19	\$254 61	
February, 1888,		12 92	92 83	
March, 1888,		17 38	208 64	
April, 1888,	\$300 13	19 30	94 75	
May, 1888,		13 43	202 27	
June, 1888,	308 01	9 39	165 26	
July, 1888,		11 43	186 06	
August, 1888,		13 29	113 20	
September, 1888,	308 01	7 94	344 39	
October, 1888,		8 10	143 03	
November, 1888,		11 05	118 66	
December, 1888,		16 63	91 75	
Total,	\$916 15	\$155 05	\$2,015 45	\$3,086 65

RECAPITULATION.

Total passenger earnings for the year,	\$4,926 57
Total freight earnings for the year,	19,506 72
Total earnings from all other sources,	3,086 65
Total receipts from all sources on whole length of line,	27,519 94

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Advertising,	\$133 10
Car service,	768 23
Expenses of stations, except labor,	192 19
Incidentals,	5 00
Insurance,	96 09
Legal expenses,	346 39
Loss and damage,	63 67
Stationery and printing,	127 78
Superintendents,	1,178 00
Taxes, State,	461 94
Watchmen,	240 00
Total,	\$3,612 39
Motive power,	\$6,089 19

MAINTENANCE OF WAY.

Bridges, repairs of,	\$127 10
Repairs of buildings,	213 62
Road bed, repairs of, labor and material,	5,841 91
Superintendents and supervisors,	600 00
Total,	\$6,782 63

MAINTENANCE OF CARS.

Work shop,	\$2,199 79
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GENERAL EXPENSES.

Interest,	\$780 00
Rents,	42 50
Salaries of president and other officers,	420 00
Taxes on real estate,	356 80
Total,	\$1,599 30

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$4,926 57
Freight transportation, local and through,	19,506 72
Mail service and express service,	1,071 20
Miscellaneous,	2,015 45
Total,	<u>\$27,519 94</u>

EXPENSES—SUMMARY.

Conducting transportation, \$6,089.19; motive power, \$3,612.39; total,	\$9,701 58
Maintenance of way,	6,782 63
Maintenance of cars,	2,199 79
General expenses,	1,599 30
Total operating expenses,	<u>\$20,283 30</u>

Operating expenses, 74 $\frac{1}{2}$ per cent. of earnings.	
Earnings per mile of road operated, 37 miles,	\$743 78
Expenses per mile of road operated,	584 20
Net earnings,	<u>7,236 64</u>

EXPRESS COMPANIES.

Name of express companies that run on the road and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : Adams Express Company ; 10 cents per 100 pounds.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service : Regulated by Post-office Department of United States.

HARRISBURG AND WESTERN RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
Robert H. Sayre,	President,	South Bethlehem, Pa.
William T. Sanger,	Secretary,	Harrisburg, Pa.
William T. Sanger,	Treasurer,	Harrisburg, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Richard K. Sheldon, . .	Philadelphia, Pa.	Hughes Oliphant, . . .	Harrisburg, Pa.
William T. Sanger, . . .	Harrisburg, Pa.	George H. Kent,	New York, N. Y.
Frederick J. Grotevent, .	Harrisburg, Pa.	Charles A. Pool,	New York, N. Y.

CAPITAL STOCK.

Amount authorized by law,	\$18,000,000 00
Amount subscribed,	1,501,800 00
Amount now paid in, common and special or preferred,	150,180 00
Number of shares issued,	30,036
Amount paid in on each share,	5 00
Par value of each share,	50 00

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

The railroad of this company has not been in actual operation, and there have been no earnings of any kind, and consequently no report can be made as to the items required on pages 7 to 25 inclusive.

HUNTINGDON AND BROAD TOP MOUNTAIN RAILROAD AND COAL COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
B. Andrews Knight,	President,	Philadelphia, Pa.
J. P. Donaldson,	Secretary and Treasurer, . .	Philadelphia, Pa.
James W. Paul,	General Solicitor,	Philadelphia, Pa.
John Fulton,	Consulting Engineer,	Johnstown, Pa.
George F. Gage,	General Manager,	Huntingdon, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Rathmell Wilson,	Philadelphia, Pa.	James Whitaker,	Philadelphia, Pa.
I. V. Williamson,	Philadelphia, Pa.	Spencer M. Janney, . . .	Philadelphia, Pa.
John Devereux,	Philadelphia, Pa.	M. E. McDowell,	Philadelphia, Pa.
James Long,	Philadelphia, Pa.	William J. Barr,	Philadelphia, Pa.
Jacob Naylor,	Philadelphia, Pa.	William Cochran,	Philadelphia, Pa.
Thomas R. Patton,	Philadelphia, Pa.	John B. Wattson,	Philadelphia, Pa.

Date of annual meeting for election of directors: First Tuesday in February of each year.

GENERAL INFORMATION.

Name of road: The Huntingdon and Broad Top Mountain Railroad and Coal Company.

By whom operated: The Huntingdon and Broad Top Mountain Railroad and Coal Company.

By what authority: Under charter, dated May 6, 1852.

With what other companies consolidated: The Bedford Railroad was merged with The Huntingdon and Broad Top Mountain Railroad Company, July 30, 1864.

Date of consolidation: July 30, 1864.

The general offices of the company are located at No. 417 Walnut street, Philadelphia, and Huntingdon, Pa.

For information concerning this report, address J. P. Donaldson, Secretary and Treasurer, 417 Walnut street, Philadelphia.

How are the passenger cars on your road heated, lighted and ventilated? Heated by stoves, lighted by oil.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Huntingdon and Broad Top Mountain Railroad and Coal Company was chartered May 6, 1852.

The Bedford Railroad was merged with The Huntingdon and Broad Top Railroad Company July 30, 1864.

The Bedford Railroad Company was chartered March 19, 1858, to build from Hopewell to Bedford. The road was completed from Hopewell to Bloody Run in July, 1863, and extended to Mount Dallas in 1867. The rest of the line originally projected is now a part of the Bedford and Bridgeport Railroad.

CAPITAL STOCK.

Amount authorized by law, \$3,300,000; by merger Bedford Railroad, \$250,000,	\$3,550,000 00
Amount subscribed, as per ledger,	3,355,200 00
Amount now paid in, as per ledger, common, \$1,369,400.00; preferred, \$1,985,800.00; total,	3,355,200 00
Number of shares issued, per ledger, 67,104	
Amount paid in on each share, per ledger,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due September 30, 1890; bear interest at 7 per cent., which is payable April and October), amount,	\$416,000 00
Second mortgage bonds (due January 31, 1895; bear interest at 7 per cent., which is payable February and August), amount,	367,500 00
Consolidated mortgage bonds (due March 31, 1895; bear interest at 5 per cent., which is payable April and October), amount,	1,497,000 00
First and second mortgage scrip (due December 1, 1889; bear interest at seven per cent., which is payable June and December), amount,	118,895 00
Total amount of funded debt,	\$2,399,395 00
Funded debt as per last report,	2,399,395 00

COST.

Cost of roads owned to December 31, 1887,	\$5,623,420 47
Cost of additions for the year ending December 31, 1888,	38,276 49
Total cost of roads owned to date,	5,661,696 96

Total cost of equipment owned included in construction and equipment account.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Huntingdon to Mt. Dallas,	45.0	45.0
Length of single main track,	45.0	45.0
BRANCHES.		
Shoup's branch, from Paxton to near Broad Top,	9.5	9.5
Six Mile Run branch, from Riddlesburg to Edge Hill,	9.5	9.5
Sandy Run branch, from Hopewell to Cambridge Colliery,	4.0	4.0
Long's Run (branch Sandy Run) branch, from Long's Run Junction to Kearney,	4.0	4.0
	2.7	2.7
	2.7	2.7
	3.0	3.0
	3.0	3.0
SUMMARY.		
Length of main line,	45.0	45.0
Length of branches owned by the company,	19.2	19.2
Total length of all roads owned, leased and operated,	64.2	64.2
Length of sidings and other tracks not above enumerated,	17.3	17.3
Length of all tracks,	81.5	81.5

CHARACTERISTICS OF ROAD—CONTINUED.

GAUGE.

Gauge of lines, 4 ft. 8½ in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	51.2	51.2
Miles of track laid with iron rail on lines owned, leased or operated, .	30.3	30.3

Weight of rail per yard, { Steel, 60, 67, 69 and 70 lbs.
 { Iron, 56 and 60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 53 ; in Pennsylvania, 53
 Number of miles of wire, 58 ; in Pennsylvania, 58

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 75
 Wooden bridges, number of, 17 ; aggregate length, 1,245 feet
 Iron bridges, number of, 15 ; aggregate length, 970 feet
 Wooden trestles, number of, 43 ; aggregate length, 8,113 feet
 Total length of bridges and trestles, 10,328 feet.

CROSSINGS.

Railroads crossing lines owned by the company, either over or under grade, in this Commonwealth : R. H. Powell's Sons and Company narrow gauge railroad, at two points north of Paxton (under) ; Kemble Iron Company narrow gauge railroad, at one-half mile south of Riddlesburg (over).
 Number of crossings of highways at grade in this Commonwealth, 38
 Number of crossings of highways over railroad, 1
 Number of crossings of highways under railroad, 12

Statement of regulations governing employes in regard to these crossings: Engineers are required to give timely warning when approaching road crossings by bell or whistle, to avoid accidents.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 11 ; freight, 11,	22	22
Number of stations on branches, passenger, 2 ; freight, 2,	4	4
Number of engine houses and shops owned by the company,	4	4
Number of fuel and water stations on main line,	10	10
Number of fuel and water stations on branches,	3	3
Value of real estate held by the company, exclusive of roadway (about 2,500 acres coal land) : Cannot give cash value.		

Material of foundation upon which track is laid : Oak cross-ties ballasted with furnace cinder.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	18	\$13,250 90
Passenger cars, first-class,	4	5,000 00
Baggage, mail and express cars,	3	3,000 00
Freight cars, 8-wheel, car trust,	500	490 85
Freight cars, 8-wheel,	3	600 00
Freight cars, 8-wheel,	22	406 50
Freight cars, 4-wheel,	8	200 00
Total freight cars,	533	...
Cars, roadway department, 8-wheel,	11	350 00
Hand cars and hand trucks,	17	22 00

CHARACTERISTICS OF ROAD—CONTINUED.

Train brake in use : Westinghouse automatic air brake on passenger engines and trains, American steam brake on 11 freight engines, and common hand brake on the balance of equipment.

Average number of cars in passenger trains, including mail, express and baggage cars,	21½
Average number of cars in freight trains,	42
Average weight of passenger trains, including locomotive and tender, in working order, in tons, about,	100
Average weight of freight trains, including locomotive and tender, in working order, in tons, about,	1,000

EMPLOYEES.

Average number of persons regularly employed by company, including officials, about,	250
Same in Pennsylvania, about,	250

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	58,055
Number of miles run by freight and coal trains,	227,435
Total number of miles run,	285,490
Number of passengers carried one mile in Pennsylvania,	1,466,611
Number of tons of 2,000 pounds of through freight for the year on main road,	924,796
Number of tons of 2,000 pounds of local freight for the year,	541,226
Number of tons of freight carried one mile,	53,173,058
Number of tons of freight carried one mile in Pennsylvania,	53,173,058
Gross amount of tonnage for the year (2,000 pounds per ton),	1,466,022
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	24½
Average rate of speed adopted by express trains, including stops (miles per hour),	24½
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	996	Stone and lime,	6,219
Bituminous coal and coke,	1,221,610	Agricultural products,	2,489
Petroleum and other oils,	673	Merchandise and manufactures,	65,594
Pig iron,	39,086	Live stock,	1,022
Railroad iron,	6,322	Lumber,	60,499
Other iron or castings,	1,468		
Iron and other ores,	60,044	Total,	1,466,022

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal, per ton per mile, approximate average for both,	$\frac{67}{100}$ cents.
For local freight and coal, per ton per mile, approximate average for both,	$1\frac{51}{100}$ cents.

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888, .	491	22,095	..	5,360	58,669	..	5,851	80,764	\$2,546 51
February, 1888, .	531	23,895	..	5,768	63,889	..	6,299	87,784	2,687 41
March, 1888, .	610	27,450	..	5,897	73,505	..	6,507	100,955	3,059 68
April, 1888, .	683	30,735	..	5,803	74,013	..	6,486	104,748	3,645 53
May, 1888, .	649	29,205	..	7,054	86,837	..	7,703	116,042	3,454 84
June, 1888, .	901	40,545	..	6,279	84,325	..	7,180	124,870	3,841 50
July, 1888, .	1,508	67,860	..	7,997	124,677	..	9,205	192,537	5,028 76
August, 1888, .	1,591	71,595	..	6,118	110,363	..	7,709	181,958	5,001 14
September, 1888, .	1,068	48,080	..	7,207	88,739	..	8,275	136,799	4,386 33
October, 1888, .	848	38,160	..	6,785	75,358	..	7,633	113,518	3,613 19
November, 1888, .	752	33,840	..	5,925	66,215	..	6,677	100,055	3,330 31
December, 1888, .	782	35,190	..	6,552	91,391	..	7,434	126,581	3,907 56
Total,	10,414	468,630	..	76,545	997,981	..	86,959	1,466,611	\$14,202 76

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:
For first-class through and way passengers, approximate, 3 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888, .	42,205	..	\$14,554 84	43,796	..	\$15,676 20	86,001	..	\$30,231 04
February, 1888, .	52,891	..	17,346 51	51,478	..	17,497 59	104,369	..	34,844 10
March, 1888, .	74,196	..	22,567 87	48,897	..	17,250 42	123,093	..	39,818 29
April, 1888, .	97,433	..	27,901 33	37,648	..	12,993 35	135,081	..	40,894 68
May, 1888, .	88,046	..	23,763 18	35,009	..	12,803 40	123,055	..	36,566 58
June, 1888, .	89,579	..	24,991 29	39,618	..	13,524 50	129,197	..	38,515 79
July, 1888, .	81,137	..	23,157 17	35,840	..	11,934 32	116,977	..	35,091 49
August, 1888, .	86,280	..	24,891 18	38,055	..	12,764 89	124,335	..	37,656 07
September, 1888, .	86,000	..	25,713 95	42,087	..	14,023 61	128,087	..	39,737 56
October, 1888, .	71,240	..	24,263 34	58,416	..	19,541 63	129,656	..	43,804 97
November, 1888, .	69,715	..	23,999 63	51,067	..	16,683 56	120,782	..	39,783 19
December, 1888, .	86,074	..	26,413 93	59,315	..	19,731 20	145,389	..	46,145 18
Total,	924,796	41,615,820	\$278,664 27	541,226	11,557,238	\$184,424 67	1,466,022	53,173,058	\$463,088 94

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
January, 1888,	\$289 04	\$203 83	\$115 44	\$608 31
February, 1888,	289 04	220 05	106 11	615 20
March, 1888,	289 04	252 05	165 50	706 59
April, 1888,	289 04	275 50	122 65	687 19
May, 1888,	289 04	272 84	188 49	750 37
June, 1888,	289 04	304 18	152 98	746 20
July, 1888,	289 04	338 33	136 24	763 61
August, 1888,	289 04	336 78	121 86	747 68
September, 1888,	289 04	316 67	148 21	747 92
October, 1888,	289 04	302 24	145 77	737 05
November, 1888,	289 04	289 25	128 96	707 25
December, 1888,	289 04	390 97	211 13	891 14
Total,	\$3,468 48	\$3,496 69	\$1,743 34	\$8,708 51

RECAPITULATION.

Total passenger earnings for the year,	\$44,202 76
Total freight earnings for the year,	463,088 94
Total earnings from all other sources,	8,708 51
Total earnings for the year,	<u>\$516,000 21</u>

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Extension or alteration of road,	\$7,371 70
New locomotives (three old ones sold and three cut up), number 3,	23,256 31
New baggage, mail and express cars, number, 1,	3,820 20
New cars, roadway department, 8-wheel, number, 5,	1,647 60
New machinery,	620 00
Any other expenditures chargeable to this account,	1,560 68
Total,	<u>\$38,276 49</u>
Proportion for Pennsylvania,	<u>38,276 49</u>

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Agents and clerks,			\$10,682 28
Cars, cleaning and inspecting,	277 25	778 76	1,056 01
Car furniture and fixtures,	15 99	206 35	222 34
Car service,		28,481 46	28,481 46
Conductors and brakemen,	3,535 47	16,010 40	19,545 87
Heating cars,	211 06		211 06
Incidentals,	258 97	561 93	820 90
Labor at stations, handling freight, etc.,		1,424 23	1,424 23
Lighting cars,			149 26
Loss and damage,			1,013 92
Mail expenses,			151 50
Office expenses,			696 39
Stationery and printing,	410 70	1,253 18	1,663 88
Stations, repairs of, and furniture for,			2,279 95
Superintendents,			4,000 00
Telegraph expenses,			2,975 15
Watchmen,			360 00
Wharves and landings, repairs of,			215 54
Total,			<u>\$75,949 74</u>

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemen and firemen, passenger,	\$3,090 34		\$3,090 34
Enginemen and firemen, freight,		\$12,191 95	12,191 95
Engine houses and machine shops, etc., repairs of,			3,888 58
Fuel for locomotives,			10,684 56
Laborers, hostling and cleaning locomotives,	1,106 88	3,007 93	4,114 81
Locomotive furniture and fixtures,			505 95
Locomotives, repairs of,	2,809 80	8,964 84	11,774 64
Shop expenses,			2,628 70
Tallow, oil and waste for locomotives,			1,925 08
Tools and machinery, repairs of,			2,442 19
Water, wood and coal stations, expenses and repairs of,			1,232 45
Total,			\$54,479 25
MAINTENANCE OF WAY.			
Ballast,			\$1,503 39
Bridges, repairs of (including trestles),			9,593 89
Cars, repairs of (in M. of W. service),			211 28
Expenses on property,			1,688 20
Incidentals,			93 87
Road-bed, repairs of, labor and material,			4,306 48
Snow and ice, removing,			1,214 20
Switches,			2,789 79
Taxes on real estate for road,			438 64
Telegraph, repairs of,			106 40
Tools and repairs of tools,			1,098 65
Track, repairing (labor and material),			34,362 74
Watchmen,			2,084 65
Total,			\$59,492 18
MAINTENANCE OF CARS.			
Cars, repairs of freight,		\$1,429 36	\$1,429 36
Cars, repairs of passenger, baggage, express and postal,	\$2,538 06		2,538 06
Oil, tallow, waste, etc.,			22 55
Total,			\$3,989 97

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$44,202 76
Freight transportation, local, \$278,664.27; through, \$184,424.67; total,	463,088 94
Mail service, \$3,468.48; express service, \$3,496.69; total,	6,965 17
Miscellaneous,	1,743 34
Total,	\$516,000 21
Total railroad receipts as above,	\$516,000 21
Total receipts from collieries and coal lands,	4,940 26
	520,940 47

EXPENSES—SUMMARY.

Conducting transportation,	\$75,949 74
Motive power,	54,479 25
Maintenance of way,	59,492 18
Maintenance of cars,	3,989 97
General expenses at Philadelphia, including salaries, lawyer's fees, fire insurance and taxes State of Pennsylvania,	31,896 45
Total operating expenses,	\$225,807 59
Expenditures charged to cost of road, real estate and equipment during the year,	38,276 49
Total expenditures during the year,	\$264,084 08

EXPENSES—SUMMARY—CONTINUED.

Operating expenses, 43.76 per cent. of earnings.	
Earnings per mile of road operated,	\$6,331 29
Expenses per mile of road operated,	2,770 65
Net earnings,	<u>\$3,560 64</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction and equipment,	\$5,661,696 96
General supplies,	10,915 31
Roadway expenses,	\$56,260 28
Transportation expenses,	137,650 86
	<u>193,911 14</u>
Mines and real estate,	747 98
Excise tax (State of Pennsylvania),	4,216 30
Incidental expenses,	\$24,470 78
Insurance account,	1,630 09
	<u>26,100 87</u>
Girard Life Insurance, Annuity and Trust Company, trustee, first and second series,	126,500 00
Rathmell Wilson and James Long, trustees,	118,895 00
Book accounts,	21,904 20
Profit and loss,	89,577 10
Real estate,	56,592 73
Bills receivable,	1,800 00
Cash,	131,675 93
	<u>\$6,444,533 52</u>

LIABILITIES.

Stock, preferred,	\$1,985,800 00
Stock, common,	1,369,400 00
	<u>\$3,355,200 00</u>
Bonds, first mortgage loan,	\$416,000 00
Bonds, second mortgage loan,	367,500 00
Bonds, consolidated mortgage loan,	1,497,000 00
	<u>2,280,500 00</u>
Scrip, first mortgage loan,	\$65,332 50
Scrip, second mortgage loan,	53,562 50
	<u>118,895 00</u>
Scrip consolidated into preferred stock,	\$553 00
Scrip consolidated into common stock,	804 00
	<u>1,357 00</u>
Interest on bonds,	\$9,400 00
Interest on scrip,	1,795 79
Dividend account,	927 50
	<u>12,123 29</u>
Freights, passengers, etc.,	\$516,000 21
Royalty of mines and rents,	4,940 26
	<u>520,940 47</u>
Huntingdon and Broad Top car trust cars, first and second series,	139,788 36
Book accounts,	14,832 45
Interest account,	896 95
	<u>\$6,444,533 52</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express Company; rate for transportation, 22 cents per 100 pounds; space furnished in railroad company's cars.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$3,468.48 per annum, payable quarterly.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: January 10, 1888, 2½ per cent. on preferred stock; July 3, 1888, 2½ per cent. on preferred stock.

Paid in dividends, cash,	\$99,285 00
Cash on hand January 1, 1889,	131,675 93
Material, fuel and stores,	10,915 31

ACCIDENTS TO PERSONS.

Employés injured from causes beyond their own control,	2
Employés injured from their own misconduct or carelessness,	6
Total injured,	8

IRONTON RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Samuel Thomas,	President,	Catasauqua, Pa.
J. T. Knight,	Secretary and Treasurer, . . .	Easton.
Wm. Andrews,	General Superintendent, . . .	Ironton, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Samuel Thomas,	Catasauqua.	John Thomas,	Hokendauqua.
Benjamin G. Clark,	New York city.	Edwin Mickly,	Hokendauqua.
John T. Knight,	Easton, Pa.	Wm. W. Marsh,	Schooly's M't'n., N.J.

Date of annual meeting for election of directors: Second Tuesday in October.

GENERAL INFORMATION.

Name of road: Ironton Railroad Company.

By whom operated: Ironton Railroad Company.

By what authority: By act of Legislature in 1859.

The general offices of the company are located at Easton, Pa.

For information concerning this report, address Ironton, Pa.

How are the passenger cars on your road heated, lighted and ventilated: No passenger cars are used on this road.

CAPITAL STOCK.

Amount authorized by law,	\$500,000 00
Amount subscribed,	200,000 00
Amount now paid in,	200,000 00
Number of shares issued,	4,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

COST.

Cost of roads owned to December 31, 1887,	\$250,000 00
Total cost of roads owned to date,	250,000 00
Average of same per mile of road laid,	25,000 00
Cost of equipment owned to December 31, 1887,	18,000 00
Total cost of equipment owned,	18,000 00
Average cost of equipment per mile of road owned by the company,	1,500 00
Average cost of equipment per mile of road operated by company,	1,500 00
Cost of road and equipment per mile (of road owned by company),	26,500 00
Total cost of road and equipment,	268,000 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penna.
Length of main line, from Caplay to Ironton and Singersville,	9	9
Length of single main track,	9	9
SUMMARY.		
Length of main line,	9	9
Total length of all roads owned, leased and operated,	9	9
Length of sidings and other tracks not above enumerated,	3	3
Length of all tracks,	12	12

GAUGE.

Gauge of lines, 4 ft. 8½ in

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	1½	1½
Miles of track laid with iron rail on lines owned, leased or operated, .	10½	10½

Weight of rail per yard, { Steel, 50 lbs.
 { Iron, 50 to 57 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 11
Wooden bridges, number of, 11; aggregate length, 321 feet.

CROSSINGS.

Number of crossings of highways at grade in this Commonwealth, 27
Number of crossings of highways over railroad, 2
Number of crossings of highways under railroad, 1
Number of crossings at which their are neither gates nor flagmen, 27

Statement of regulations governing employes in regard to these crossings: Engineers are required to approach all crossings of highways with caution, and by blowing of whistle or ringing of bell.

STATIONS.	TOTAL.	IN PENNA.
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	2	2
Value of real estate held by the company, exclusive of roadway,	\$10,840	\$10,840

Material of foundation upon which track is laid: On oak ties and furnace cinder ballast.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	2	\$9,000 00
Hand cars and hand trucks,	4	60 00

Train brake in use: Common brake.

CHARACTERISTICS OF ROAD—CONTINUED.

Average number of cars in freight trains,	30
Average weight of freight trains, including locomotive and tender, in working order, in tons,	180

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	17
Same in Pennsylvania,	17

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by freight trains,	10,125
Total number of miles run,	10,125
Number of tons of 2,000 pounds of through freight for the year on main road,	159,448.10
Number of tons of 2 000 pounds of local freight for the year,	159,448.10
Number of tons of freight carried one mile,	637,792.04
Number of tons of freight carried one mile in Pennsylvania,	637,792.04
Gross amount of tonnage for the year (2,000 pounds per ton), . . .	159,448.10
Average rate of speed adopted by freight trains, including stops (miles per hour),	6

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	15,203.05	Other articles,	50,472.15
Iron and other ores,	25,290.19		
Stone,	68,481.11	Total,	159,448.10

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal and local freight and coal, per ton per mile,	7½ to 10 cents.
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	AMOUNT.
January, 1888,	11,090.05	\$2,347 08
February, 1888,	12,130.14	2,519 19
March, 1888,	12,859.14	2,544 01
April, 1888,	14,793.18	2,752 68
May, 1888,	16,433.11	3,446 97
June, 1888,	14,706.16	3,343 56
July, 1888,	13,516.17	2,647 11
August, 1888,	14,637.06	3,398 15
September, 1888,	13,191.19	3,084 29
October, 1888,	14,364.12	3,423 68
November, 1888,	12,411.15	2,965 40
December, 1888,	9,311.03	2,343 26
Total,	159,448.10	\$34,815 38

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

January, 1888,	\$196 48
February, 1888,	130 08
March, 1888,	105 72
April, 1888,	203 00
May, 1888,	313 11
June, 1888,	283 90
July, 1888,	224 67
August, 1888,	567 90
September, 1888,	255 75
October, 1888,	331 09
November, 1888,	269 25
December, 1888,	918 32
Total,	<u>\$3,799 27</u>

RECAPITULATION.

Total freight earnings for the year,	\$34,815 38
Total earnings from all other sources,	<u>3,799 27</u>
Total earnings for the year,	<u>\$38,614 65</u>
Total receipts from all sources on whole length of line,	\$38,614 65
Proportion of earnings in Pennsylvania to earnings of whole line,	<u>38,614 65</u>

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Brakemen,	\$2,028 06
Car service,	2,246 70
Clerks,	600 00
Incidentals,	206 15
Superintendents,	1,200 00
Taxes, "State,"	938 52
Watchmen,	380 50
Total,	<u>\$7,599 93</u>

MOTIVE POWER.

Enginemen and firemen, freight,	\$1,349 31
Fuel for heating,	21 96
Fuel for locomotives,	1,386 13
Laborers,	581 33
Locomotives, repairs of,	2,161 53
Oil for locomotives,	148 44
Sand for locomotives,	22 58
Waste for locomotives,	40 82
Water, wood and coal stations, expenses and repairs of,	47 00
Total,	<u>\$5,759 10</u>

MAINTENANCE OF WAY.

Cross-ties,	\$1,460 95
Incidentals,	162 13
Rails, steel,	855 75
Road-bed, repairs of, labor and material,	3,293 28
Splices,	78 96
Total,	<u>\$5,851 07</u>

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

GENERAL EXPENSES.

Incidentals and legal expenses,	\$316 86
Office expenses, repairs and furniture,	16 53
Stationery and blanks,	15 95
Taxes on real estate,	104 44
Total,	<u>\$453 78</u>

EARNINGS—SUMMARY.

Freight transportation, local and through,	\$34,815 38
Miscellaneous,	3,799 27
Total,	<u>\$38,614 65</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$7,599 93
Motive power,	5,759 10
Maintenance of way,	5,851 07
General expenses,	453 78
Total operating expenses,	<u>\$19,663 88</u>
Total expenditures during the year,	<u>\$19,663 88</u>

Operating expenses, 50.9 per cent. of earnings :

Earnings per mile of road operated,	\$3,217 89
Expenses per mile of road operated,	1,638 65
Net earnings,	<u>18,950 77</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Railroad,	\$200,000 00
Real estate,	437 50
Bills receivable,	74,869 02
Cash,	2,423 46
	<u>\$277,729 98</u>

LIABILITIES.

Capital stock,	\$200,000 00
Profit and loss,	77,729 98
	<u>\$277,729 98</u>

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: In October, and rate 6 per cent.

Paid in dividends, cash,	<u>\$12,000 00</u>
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JAMESTOWN AND FRANKLIN RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Rassalas Brown,	President,	Warren, Pa.
John C. Cornwell,	Secretary,	Stoneboro, Pa.
Robert P. Cann,	Treasurer,	Stoneboro, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
S. P. McCalmont,	Franklin, Pa.	John C. Cornwell, . . .	Stoneboro, Pa.
John Newell,	Chicago, Ill.	Robert P. Cann,	Stoneboro, Pa.
O. G. Getzen-Dannor, . .	Cleveland, Ohio.	(One vacancy.)	

Date of annual meeting for election of directors, January 9, 1888. (Annual meetings are held on second Monday of January of each year.)

GENERAL INFORMATION.

Name of road: Jamestown and Franklin Railroad.

By whom operated: Lake Shore and Michigan Southern Railway Company.

By what authority: Under agreement dated January 9, 1885.

With what other companies consolidated: Junction Railroad Company.

Date of consolidation: December 7, A. D. 1870.

The general offices of the company are located at Stoneboro, Pa.

For information concerning this report, address Robert P. Cann, Treasurer.

How are the cars on your road heated, lighted and ventilated? See report of lessee (Lake Shore and Michigan Southern Railway Company).

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The road was incorporated under special act of Assembly, entitled "An act to incorporate the Jamestown and Franklin Railroad Company," approved April 5, A. D. 1862. Work of constructing the road was commenced in 1863, and completed from Jamestown to coal mines July 1, 1866, and completed to Franklin, June 24, 1867, and extended to Oil City in 1870. March 21, 1864, the road was leased to the Cleveland, Painesville and Ashtabula Railroad Company (now Lake Shore and Michigan Southern Railroad Company) for twenty years for 40 per cent. of gross earnings, the lessee furnishing the necessary equipment for operating the road.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount authorized by votes of company,	1,000,000 00
Amount subscribed,	634,050 00
Amount now paid in, common,	601,810 50
Number shares issued,	12,024
Amount paid on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due sundry times till January 1, 1897; bear interest at 7 per cent., which is payable January and July), amount,	\$298,000 00
Second mortgage bonds (due January 1, 1894; bear interest at 7 per cent., which is payable June and December), amount,	500,000 00
Total amount of funded debt,	\$798,000 00

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$1,226,120 42
Total amount of unfunded debt,	\$1,226,120 42
Total amount of funded and unfunded debt,	\$2,024,120 42
Funded debt as per last report,	\$798,000 00
Unfunded debt as per last report,	1,222,422 84
Total cash realized from capital stock and debt, say	\$2,500,000 00

COST.

Cost of road owned to December 31, 1887,	\$2,556,680 38
Cost of additions for the year ending December 31, 1888,	184 44
Total cost of roads owned to date,	\$2,556,864 82
Average of same per mile of road laid,	\$50,036 49
Average of same per mile of single track,	50,036 49
Proportion of same for Pennsylvania,	50,036 49
Average cost of equipment per mile of road owned by the company: Equipped by lessee.	

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Jamestown, Pa., to Oil City, Pa.	51.10	51.10
BRANCHES.		
Coal Mine Branch, length of road,	2.53	2.53
SUMMARY.		
Length of main line,	51.10	51.10
Length of branches owned by the company,	2.53	2.53
Length of sidings and other tracks not above enumerated,	17.00	17.00
Length of all tracks,	70.63	70.63

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	64.00	64.00
Miles of track laid with iron rail on lines owned, leased or operated, .	6.63	6.63

Weight of rail per yard, { Steel,	60 lbs.
{ Iron,	50 and 60 lbs.

CHARACTERISTICS OF ROAD—CONTINUED.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . .	18
Wooden bridges, number of, 9; aggregate length,	904 feet
Iron bridges, number of, 1; length,	457 feet
Wooden trestles, number of, 8; aggregate length,	935 feet
Total length of bridges and trestles,	2,296 feet

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth : Erie and Pittsburgh Railroad, at Jamestown, Pa.; New York, Pennsylvania and Ohio, at Amasa, Pa.; Western New York and Pennsylvania Railroad, at Branch, Pa.

Railroads crossing lines owned by the company either over or under grade in this Commonwealth : Pittsburgh, Shenango and Lake Erie Railroad (under), at Osgood, Pa.; New York, Pennsylvania and Ohio Railroad (under), at Franklin, Pa.

Number of crossings of highways at grade, in this Commonwealth, .	49
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	3
Number of crossings at which gates or flagmen are maintained, . .	3
Number of crossings at which there are neither gates nor flagmen, .	50

Statement of regulations governing employes in regard to these crossings : Under rules and regulations of lessee (Lake Shore and Michigan Southern Railway Company).

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 11; freight, 11,	13	13
Number of engine houses and shops owned by the company,	4	4
Number of fuel and water stations on main line,	9	9
Number of tunnels on all lines owned by the company,	1	1
Aggregate length of tunnels,	925 ft.	925 ft.

Material of foundation upon which track is laid : White oak ties, mostly gravel for ballast.

EQUIPMENT.

Equipped by lessee (Lake Shore and Michigan Southern Railway Company.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

January, 1888,	\$1,750 00
February, 1888,	1,600 00
March, 1888,	2,376 23
April, 1888,	2,019 59
May, 1888,	1,984 58
June, 1888,	2,242 16
July, 1888,	2,299 73
August, 1888,	2,344 35
September, 1888,	3,004 08
October, 1888,	2,101 01
November, 1888,	2,042 93
December, 1888,	2,615 00
Total,	\$26,379 66

EARNINGS FOR THE YEAR—CONTINUED.

FROM TRANSPORTATION OF FREIGHT.

January, 1888,	\$7,542 91
February, 1888,	6,770 93
March, 1888,	6,451 83
April, 1888,	6,620 48
May, 1888,	8,344 20
June, 1888,	8,888 88
July, 1888,	10,398 55
August, 1888,	9,498 26
September, 1888,	8,675 73
October, 1888,	11,554 22
November, 1888,	10,778 78
December, 1888,	8,295 19
Total,	<u>\$103,819 96</u>

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888,	\$280 50	\$64 36	\$2,766 22	\$3,111 08
February, 1888,	280 50	82 21	2,696 40	3,059 11
March, 1888,	280 50	90 50	2,696 40	3,067 40
April, 1888,	589 50	99 90	2,696 40	3,076 80
May, 1888,	280 50	113 17	2,696 40	3,090 07
June, 1888,	280 50	160 65	2,696 40	3,137 55
July, 1888,	280 50	186 73	2,696 40	3,163 63
August, 1888,	280 50	133 97	2,696 40	3,110 87
September, 1888,	280 50	176 75	2,696 40	3,153 65
October, 1888,	280 50	111 91	2,741 66	3,134 07
November, 1888,	280 50	331 90	2,696 40	3,308 80
December, 1888,	280 50	133 47	2,744 90	3,158 87
Total,	<u>\$3,366 00</u>	<u>\$1,685 52</u>	<u>\$32,520 38</u>	<u>\$37,571 90</u>

RECAPITULATION.

Total passenger earnings for the year,	\$26,379 66
Total freight earnings for the year,	103,819 96
Total earnings from all other sources,	37,571 90
Total earnings for the year,	<u>\$167,771 52</u>
Total receipts from all sources on whole length of line,	\$167,771 52
Proportion of earnings in Pennsylvania to earnings of whole line,	<u>167,771 52</u>

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$184 44
Proportion for Pennsylvania,	<u>184 44</u>

EARNINGS—SUMMARY.

Passenger transportation,	\$26,379 66
Freight transportation,	103,819 96
Mail service, \$3,366.00; express service, \$1,685.52; total,	5,051 52
Miscellaneous,	32,520 38
Total,	<u>\$167,771 52</u>

EXPENSES—SUMMARY.

Total operating expenses,	\$119,001 08
Expenditures charged to cost of road, real estate and equipment during the year,	184 44
Total expenditures during the year,	<u>\$119,185 52</u>
Operating expenses, 78.93 per cent. of earnings.	
Earnings per mile of road operated,	\$3,283 20
Expenses per mile of road operated, 9.70 miles,	2,328 79
Net earnings,	<u>954 41</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$2,556,864 82
Coal lands,	34,607 79
Central Trunk Railway Company,	8,260 59
Cash,	103 08
Profit and loss,	31,527 14
	<u>\$2,631,363 42</u>

LIABILITIES.

Capital stock,	\$601,200 00
Orders for stock,	610 50
Sundry persons for payments on stock,	5,432 50
First mortgage bonds,	298,000 00
Second mortgage bonds,	500,000 00
Lake shore and Michigan Southern Railway Company,	1,226,120 42
	<u>\$2,631,363 42</u>

EXPRESS COMPANIES.

Names of express companies that run on the road: American Express Company,
under arrangements made with lessee.

UNITED STATES MAIL.

Compensation paid by the United States Government for transportation of its
mails, and the terms of service: Under arrangements made with lessee.

See report of lessee, Lake Shore and Michigan Southern Railway Company.

JEFFERSON RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Samuel Hines,	President,	Scranton, Pa.
Augustus R. Macdonough,	Secretary,	New York city, N. Y.
Edward White,	Treasurer,	New York city, N. Y.
W. J. Murphy,	General Superintendent,	Jersey City, N. J.
W. H. Starr, to September 1, 1888,	Division Superintendent,	Port Jervis, N. Y.
W. B. Coffin, from September 1, 1888,	Division Superintendent,	Susquehanna, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Samuel Hines,	Scranton, Pa.	John King,	New York city, N. Y.
Horatio S. Pierce,	Scranton, Pa.	Samuel M. Felton, Jr.,	New York city, N. Y.
William A. May,	Scranton, Pa.	Aug. R. Macdonough,	New York city, N. Y.
J. Lowber Welsh,	Philadelphia, Pa.		

Date of annual meeting for election of directors, second Tuesday in June.

GENERAL INFORMATION.

Name of road : The Jefferson Railroad.

By whom operated : The New York, Lake Erie and Western Railroad Company.

By what authority : Under a lease.

The general offices of the company are located at Scranton, Pa.

For information concerning this report, address A. R. Macdonough, Secretary.

How are the passenger cars on your road heated, lighted and ventilated? By stoves; oil lamps at top and sides.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated under special charter by act of Pennsylvania Legislature of April 25, 1881, and confirmatory act of March 16, 1863. Organized February 14, 1864.

The portion between Honesdale and Hawley to be finished within six years, and the whole road to be finished within ten years, and these conditions were complied with. The term of its charter existence is unlimited.

CAPITAL STOCK.

Amount authorized by law : Sufficient to build the road.

Amount authorized by votes of company, \$2,096,050 00

Amount subscribed, 2,096,050 00

Amount now paid in, common, 2,096,050 00

Number of shares issued, 41,921

Amount paid in on each share, 50 00

Par value of each share, 50 00

DEBT.	
FUNDED DEBT.	
First mortgage bonds (due January 1, 1889; bear interest at 7 per cent., which is payable January 1 and July 1), amount,	\$2,000,000 00
First mortgage bonds (due July 1, 1927; bear interest at 4½ per cent., which is payable January 1 and July 1), amount,	204,000 00
Second mortgage bonds (due January 1, 1889; bear interest at 7 per cent., which is payable January 1 and July 1), amount,	96,000 00
Total amount of funded debt,	<u>\$2,300,000 00</u>

UNFUNDED DEBT.	
Total amount of funded and unfunded debt,	\$2,300,000 00
Funded debt as per last report,	\$2,300,000 00
Total cash realized from capital stock and debt,	<u>4,396,050 00</u>

COST.*
Total cost of equipment owned: Equipment is supplied by lessee.

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.
Second track laid between Carbondale and Lanesborough, 36.686 miles.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lanesborough to Carbondale,	36.686	36.686
Length of single main track,	36.686	36.686
Length of second main track,	35.064	35.064
Length of main track from Hawley to Honesdale,	8.183	8.183
BRANCHES.		
Branch from Hawley to Honesdale,	{ Length of road,	8.183
	{ Length of single track,	5.913
	{ Length of double track,	2.270
SUMMARY.		
Length of main line,	44.869	44.869
Length of second track,	37.334	37.334
Length of sidings and other tracks not above enumerated,	15.878	15.878
Length of all tracks,	<u>98.081</u>	<u>98.081</u>

GAUGE.	
Gauge of lines,	4 ft. 8½ ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	95.479	95.479
Miles of track laid with iron rail on lines owned, leased or operated,	2.602	2.602
Weight of rail per yard, { Steel,	63 to 74 lbs.	
{ Iron,	60 lbs.	

* NOTE.—The books of this company never came into the possession either of the New York Lake Erie and Western Company or of the Erie Railway Company, and therefore the cost of construction cannot be given.
The liability on such account, however, is as follows:
Stock, \$2,096,050 00
Bonds, 2,300,000 00
Advances made by the Erie and New York, Lake Erie and Western companies, 1,978,293 39
Total, \$6,374,343 39

CHARACTERISTICS OF ROAD—CONTINUED.

TELEGRAPH LINES.

Length of lines in miles, 46 ; in Pennsylvania,	46
Number of miles of wire, 63 ; in Pennsylvania,	63

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	12
Wooden bridges, number of, 1 ; length,	20 feet.
Iron bridges, number of, 10 ; aggregate length,	1,229 feet.
Wooden trestles, number of, 1 ; length,	532 feet.
Total length of bridges and trestles,	1,781 feet.

CROSSINGS.

Number of crossings of highways, at grade, in this Commonwealth,	29
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	2
Number of crossings at which there are neither gates nor flagmen, .	29

Statement of regulations governing employes in regard to these crossings: Bell is to be rung or whistle sounded eighty rods before crossing is reached, and continuously until it is passed.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line: Passenger, 2 ; passenger and freight combined, 9,	11	11
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	7	7

Material of foundation upon which track is laid: Wooden ties, filled in with gravel, culm and cinders.

EQUIPMENT.

The equipment of the road is furnished by the lessee.

Train brake in use: Westinghouse air brake on passenger trains; hand lever brake on freight trains.

With regard to the inquiries on pages 14 to 21, inclusive, the following statement is made: The Jefferson Railroad is leased to the Erie Railway Company, and is operated by its successor, the New York, Lake Erie and Western Railroad Company, under a lease running from January 1, 1869, during the charters and renewed charters of both companies.

The particulars of the operations and expenditures during the past year have been kept as a part of the general accounts of the lessee company, and cannot be specified in detail as applicable to this road.

EXPRESS COMPANIES.

Names of express companies that run on the road: Wells, Fargo & Company.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: Service is performed by the lessee under its general contract with the United States Government.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: No dividends declared.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	11	7	21	8	32
Employes,			4	3	4	3
Others,						
Total,	1	11	11	24	12	35

JOHNSONBURGH AND BRADFORD RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Adrian Iselin,	President,	New York city, N. Y.
Franklin Platt,	Secretary,	Philadelphia, Pa.
John H. Hocart,	Treasurer,	Brooklyn, N. Y.
C. H. McCanley,	General Solicitor,	Ridgway, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Adrian Iselin,	New York city, N. Y.	Victor Guillon,	Philadelphia, Pa.
Columbus O'D. Iselin,	New York city, N. Y.	Thomas Tobin,	Philadelphia, Pa.
Alfred Roosevelt,	New York city, N. Y.	Robert D. Maxwell,	Philadelphia, Pa.
Guillaume Fatio,	New York city, N. Y.	Franklin Platt,	Philadelphia, Pa.
E. Greenough Platt,	Philadelphia, Pa.		

GENERAL INFORMATION.

Name of road : Johnsonburgh and Bradford Railroad Company.

The general offices of the company are located at 615 Walnut street, Philadelphia, Pa.

For information concerning this report, address Adrian Iselin, President, 36 Wall street, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Johnsonburgh and Bradford Railroad Company was organized under the name of Johnsonburgh Railroad Company under the act of 4th April, 1868, of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," and the acts supplemental thereto, for the purpose of constructing, maintaining and operating a railroad, commencing at Johnsonburgh, in the county of Elk, and running thence northerly by a direct and feasible route through the county of Elk into the county of McKean, in the State of Pennsylvania, to, at or near Howard Crossing, in said county, a distance estimated at 42 miles. The articles of association were filed on November 15, 1887, and the letters patent under seal of the Commonwealth are of same date. It having been found that another corporation had been organized under the same name, a petition was presented in the court of common pleas for leave to change the name of the corporation to its present title, and a decree to that effect was granted. The company is locating its line and purchasing the right of way.

CAPITAL STOCK.

Amount authorized by law,	\$420,000 00
Amount subscribed,	210,000 00
Amount now paid in : Common,	21,000 00
Number of shares issued,	4,200
Amount paid in on each share,	5 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Debt incurred for locating the road and purchasing right of way, . .	\$659 07
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GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of locating the road and purchasing right of way,	\$21,659 07
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LIABILITIES.

Ten per cent. paid in on \$210,000 stock,	\$21,000 00
Unfunded debt,	659 07
	<u>\$21,659 07</u>

JONES LAKE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
George H. Catlin,	President,	Scranton, Pa.
A. D. Blackinton,	Secretary,	Dunmore, Pa.
George B. Smith,	Treasurer,	Dunmore, Pa.
George B. Smith,	Superintendent,	Dunmore, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John B. Smith,	Dunmore, Pa.	George H. Catlin,	Scranton, Pa.
Giles Greene,	Ariel, Pa.	Henry Beyer,	Dunmore, Pa.
George B. Smith,	Dunmore, Pa.	S. B. Buckley,	Dunmore, Pa.
E. N. Willard,	Scranton, Pa.		

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : Jones Lake Railroad.

By whom operated : Erie and Wyoming Valley Railroad Company.

By what authority : Lease.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

September 8, 1887.

CAPITAL STOCK.

Amount authorized by votes of company,	\$20,000 00
Amount subscribed,	20,000 00
Amount now paid in,	20,000 00
Number of shares issued,	200
Amount paid in on each share,	100 00
Par value of each share,	100 00

COST.

Cost of roads owned to December 31, 1887,	\$15,867 ⁶⁷
Cost of additions for the year ending December 31, 1888,	4,132 33
Total cost of roads owned to date,	\$20,000 00
Average of same per mile of road laid,	13,333 33

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Lake Junction to Jones Lake,	1½ miles.
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SUMMARY.

Length of main line,	1½ miles.
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CHARACTERISTICS OF ROAD—CONTINUED.

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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TRACK.

Miles of track laid with steel rail on lines owned, leased or operated,	1½ miles.
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Weight of rail per yard, steel,	67 lbs.
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EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Completion,	\$4,132 33
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EARNINGS—SUMMARY.

Miscellaneous : From Erie and Wyoming Valley Railroad Company for rent of road,	\$1,200 00
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GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$20,000 00
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LIABILITIES.

Capital stock,	\$20,000 00
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JUNCTION RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
G. B. Roberts,	President,	Philadelphia, Pa.
John C. Sims, Jr.,	Secretary,	Philadelphia, Pa.
Robert Craven,	Treasurer,	Ridley Park, Pa.
A. Feldpauche,	Chief Engineer,	Philadelphia, Pa.
William F. Lockard,	General Superintendent,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
G. B. Roberts,	Philadelphia, Pa.	N. P. Shortridge,	Philadelphia, Pa.
A. A. McLeod,	Philadelphia, Pa.	John P. Green,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.		

Date of annual meeting for election of directors, first Monday in April.

GENERAL INFORMATION.

Name of road : Junction Railroad Company.

By whom operated : Jointly by the Philadelphia, Wilmington and Baltimore Railroad Company, the Pennsylvania Railroad Company and the Philadelphia and Reading Railroad Company.

By what authority : Joint ownership.

The general offices of the company are located at 233 South Fourth street, Philadelphia.

For information concerning this report, address Robert Craven, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered May 3, 1860. Road opened July 1, 1866.

CAPITAL STOCK.

Amount authorized by law,	\$250,000 00
Amount authorized by votes of company,	250,000 00
Amount subscribed,	250,000 00
Amount now paid in, common,	250,000 00
Number of shares issued,	5,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due July 1, 1907 ; bear interest at 4½ per cent., which is payable January and July), amount,	\$425,000 00
Second mortgage bonds (due April 1, 1900 ; bear interest at 6 per cent., which is payable April and October), amount,	300,000 00
Total amount of funded debt,	\$725,000 00

DEBT—CONTINUED.

UNFUNDED DEBT.

Funded debt as per last report,	\$725,000 00	
Total cash realized from capital stock and debt,		<u>\$975,000 00</u>

COST.

Cost of roads owned to December 31, 1887, not including real estate,	\$1,018,719 95	
Total cost of roads owned to date,		<u>\$1,018,719 95</u>

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Belmont to Thirty-fourth street and Market street tunnel to Gray's ferry,	3.56	3.56
SUMMARY.		
Length of main line,	3.56	3.56
Total length of all roads owned, leased and operated,	3.56	3.56
Length of second track,	3.56	3.56
Length of sidings and other tracks not above enumerated,	2.21	2.21
Length of all tracks,	9.33	9.33

GAUGE.

Gauge of lines,	4 ft. 9 ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	8.55	8.55
Miles of track laid with iron rail on lines owned, leased or operated,	78	78
	9.33	9.33

Weight of rail per yard, { Steel,	67 lbs.
{ Iron,	60 and 67 lbs.

TELEGRAPH LINES.

Length of lines in miles, 1.67; in Pennsylvania,	1.67
Number of miles of wire, 15.73; in Pennsylvania,	15.73

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	6
Stone bridges, number of, 2; aggregate length,	20 feet.
Iron bridges, number of, 4; aggregate length,	301 feet.
Total length of bridges and trestles,	<u>321 feet.</u>

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth :
Philadelphia and Baltimore Central Railroad, at South street, Philadelphia, Pa.

Railroads crossing lines owned by the company either over or under grade in this Commonwealth : Connecting Railroad, at West Philadelphia, Pa.

Number of crossings of highways, at grade, in this Commonwealth,	1
Number of crossings of highways over railroad,	4
Number of crossings of highways under railroad,	3
Number of crossings at which flagmen are maintained,	<u>1</u>

CHARACTERISTICS OF ROAD—CONTINUED.

STATIONS.	TOTAL.	IN PENN'A.
Number of tunnels on all lines owned by the company,	2	2
Aggregate length of tunnels,	942 feet.	942 feet.

Material of foundation upon which track is laid: White oak cross-ties in stone ballast.

EQUIPMENT.

Hand cars and hand trucks,	3
Average number of cars in passenger trains, including mail, express and baggage cars,	6
Average number of cars in freight trains,	30
Average weight of passenger trains, including locomotive and tender, in working order, in tons, estimated,	200
Average weight of freight trains, including locomotive and tender, in working order, in tons, estimated,	400

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	39
Same in Pennsylvania,	39

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains, estimated,	68,000
Number of miles run by freight and coal trains, estimated,	40,000
Number of passengers carried one mile in Pennsylvania, estimated,	3,000,000
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	25
Average rate of speed adopted by express trains, including stops (miles per hour),	30
Average rate of speed adopted by freight trains, including stops (miles per hour),	10

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

January, 1888,	\$9,831 96
February, 1888,	9,525 68
March, 1888,	9,735 66
April, 1888,	9,965 46
May, 1888,	10,339 12
June, 1888,	9,865 44
July, 1888,	10,318 03
August, 1888,	10,242 81
September, 1888,	9,939 01
October, 1888,	10,517 27
November, 1888,	9,813 36
December, 1888,	10,629 68
Total,	\$120,723 48

EARNINGS FOR THE YEAR—CONTINUED.

FROM TRANSPORTATION OF FREIGHT.

January, 1888,	\$9,269 80
February, 1888,	9,524 20
March, 1888,	10,522 00
April, 1888,	11,803 00
May, 1888,	12,558 00
June, 1888,	13,390 00
July, 1888,	12,785 40
August, 1888,	15,500 20
September, 1888,	13,397 60
October, 1888,	13,481 00
November, 1888,	10,871 80
December, 1888,	10,375 80
Total,	<u>\$143,478 80</u>

FROM ALL OTHER SOURCES.

January, 1888,	\$2,396 71
February, 1888,	120 00
March, 1888,	2,685 87
April, 1888,	61 87
May, 1888,	168 32
June, 1888,	118 68
July, 1888,	123 74
August, 1888,	116 87
September, 1888,	61 87
October, 1888,	254 43
November, 1888,	351 50
December, 1888,	61 87
Total,	<u>\$6,521 73</u>

RECAPITULATION.

Total passenger earnings for the year,	\$120,723 48
Total freight earnings for the year,	143,478 80
Total earnings from all other sources,	6,521 73
Total earnings for the year,	<u>\$270,724 01</u>
Total receipts from all sources on whole length of line,	<u>\$270,724 01</u>

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$120,723 48
Freight transportation, local and through,	143,478 80
Miscellaneous,	6,521 73
Total,	<u>\$270,724 01</u>

EXPENSES—SUMMARY.

Maintenance of way,	\$103,874 62
General expenses,	3,066 31
Total operating expenses,	<u>\$106,940 93</u>
Total expenditures during the year,	<u>\$106,940 93</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$1,018,719 95
Real estate,	42,758 55

GENERAL BALANCE SHEET, 1888—CONTINUED.

Sundry accounts receivable,	\$21,514 88
Cash,	143,746 44
	<u>\$1,226,739 82</u>

LIABILITIES.

Capital stock,	\$250,000 00
Bonds and mortgages,	725,000 00
Accounts payable,	13,030 69
Profit and loss,	238,709 13
	<u>\$1,226,739 82</u>

EXPRESS COMPANIES.

Names of express companies that run on the road and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express Company; 80 cents per car per mile.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: 20 per cent. April 3, 1888; 25 per cent. October 10, 1888.

ACCIDENTS TO PERSONS.

Injured from their own misconduct or carelessness,	<u>1</u>
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KENDALL AND ELDRED RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
G. Clinton Gardner,	President,	Greenfield, Mass,
C. H. Allen,	Vice President,	New York city.
J. R. Trimble,	Secretary,	Philadelphia, Pa.
F. S. Buell,	Treasurer,	Buffalo, N. Y.
William L. Doyle,	Auditor,	Buffalo, N. Y.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
G. Clinton Gardner, . . .	Greenfield, Mass.	B. K. Jamison,	Philadelphia, Pa.
C. H. Allen,	New York city.	C. H. Clark,	Philadelphia, Pa.
A. N. Martin,	Summit, N. J.	E. W. Clark,	Philadelphia, Pa.
Isaac N. Schigman, . . .	New York city.		

GENERAL INFORMATION.

Name of road : Kendall and Eldred.
By whom operated : Western New York and Pennsylvania Railroad.
By what authority : Lease.
The general offices of the company are located at Buffalo, N. Y.
For information concerning this report, address Wm. L. Doyle, Auditor, Buffalo, N. Y.
How are the passenger cars on your road heated, lighted and ventilated ? Heated with stoves, lighted with lamps, ventilation ordinary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This road is leased to and operated by the Western New York and Pennsylvania Railroad Company, and the company respectfully refers to the report of that company, in whose statement the operations of this road are included. The Western New York and Pennsylvania Railroad Company owns all the stock of this company, and also the lease above mentioned, and it is practically a consolidation, in fact.

CAPITAL STOCK.

Amount subscribed,	\$150,000 00
Amount now paid in, common,	150,000 00
Number of shares issued,	1,500
Amount paid in on each share, by cost of the property,	100 00
Par value of each share,	100 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Eldred to Tarport,	18.00	18.00

GAUGE.

Gauge of lines, 3 feet

KENSINGTON AND TACONY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. N. DuBarry,	President,	Philadelphia, Pa.
James R. McClure,	Secretary and Treasurer, . .	Philadecphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John P. Green,	Philadelphia, Pa.	W. L. Elkins,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.	Vacancy.	
N. P. Shortridge,	Wynnewood, Mont- gomery Co., Pa.	Henry D. Welsh,	Philadelphia, Pa.

Date of annual meeting for election of directors, fourth Tuesday of March.

GENERAL INFORMATION.

Name of road : Kensington and Tacony Railroad.
By whom operated : Pennsylvania Railroad Company.
By what authority : Under lease dated November 9, 1887.
The general offices of the company are located at 233 South Fourth street, Philadelphia.
For information concerning this report, address James R. McClure, Secretary and Treasurer, No. 233 South Fourth street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Kensington and Tacony Railroad Company was organized under the general railroad laws of Pennsylvania by filing articles of association with the Secretary of Commonwealth on the 25th day of March, A. D. 1884. Construction commenced in 1886, and road opened for traffic November, 1887.

CAPITAL STOCK.

Amount authorized by law,	\$150,000 00
Amount authorized by votes of company,	150,000 00
Amount subscribed,	100,000 00
Amount now paid in, common,	100,000 00
Number of shares issued	2,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$39,419 08
Unfunded debt as per last report,	11,092 50
Total cash realized from capital stock and debt,	139,419 08

COST.

Cost of roads owned to December 31, 1887,	\$111,092 50
Cost of additions for the year ending December 31, 1888,	28,326 58
Total cost of roads owned to date,	\$139,419 08
Proportion of same for Pennsylvania,	139,419 08

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from (1) Junction with Tioga Street Branch to Terminus,	0.08	0.08
(2) Dark Run Lane to East of Bainbridge street,	0.58	0.58
(3) West end Tacony yard to Magee street, all in Philadelphia,	0.38	0.38
Length of single main track,	1.04	1.04
SUMMARY.		
Length of main line,	1.04	1.04
Total length of all roads owned, leased and operated,	1.04	1.04
Length of sidings and other tracks not above enumerated,	0.72	0.72
Length of all tracks,	1.76	1.76

GAUGE.

Gauge of lines,	4 ft. 9 ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	1.76	1.76

Weight of rail per yard, { Steel,	56 to 75 lbs.
{ Iron,	50 to 67 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	3
Wooden bridges, number of, 1; length,	131 feet
Wooden trestles, number of, 2; aggregate length,	1,048 feet
Total length of bridges and trestles,	1,179 feet

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth: Lennig's Wharf Siding Railroad, at 1,070 feet west of center of Dark Run lane.

Material of foundation upon which track is laid: Gravel and cinder ballast and white oak ties.

The Kensington and Tacony Railroad is leased to the Pennsylvania Railroad Company for the term of five years from and after the 1st day of January, 1887, to whom you are referred for information relative to the operation of the road.

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$77,103 95
Right of way and real estate,	62,315 13
Cash,	55 20
	<u>\$139,474 28</u>

LIABILITIES.

Capital stock.	\$100,000 00
Unfunded debt,	39,419 08
Profit and loss,	55 20
	<u>\$139,474 28</u>

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	25 20
Surplus at commencement of the year,	30 00
	<u>\$55 20</u>
Total surplus,	
Surplus invested as follows:	
Cash,	<u>\$55 20</u>

KEYSTONE COAL COMPANY'S RAILROAD.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Henry A. Stiles,	President,	209 S. Third St., Phila.
F. H. Williams,	Secretary and Treasurer, . . .	209 S. Third St., Phila.
Edward J. Weld,	General Superintendent, . . .	Meyersdale, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Henry A. Stiles,	Philadelphia, Pa.	Geo. F. Baer,	Reading, Pa.
John H. Small,	York, Pa.	Augustus G. Richey, . . .	Trenton, N. J.
Jonathan Steward,	Trenton, N. J.	James P. Scott,	Philadelphia, Pa.
Henry Thos. Weld,	Baltimore, Md.		

GENERAL INFORMATION.

Name of road : Keystone Coal Company's track.

By whom operated : Keystone Coal Company.

By what authority : Under charter of Keystone Coal Company.

The general offices of the company are located at Meyersdale, Somerset county, Pa.

For information concerning this report, address 209 South Third street, Philadelphia.

How are the passenger cars on your road heated, lighted and ventilated? No passenger cars.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Keystone Mines to Keystone Junction, . .	5.5	5.5
SUMMARY.		
Length of main line,	5.5	5.5

No branches or leased lines.

GAUGE.

Gauge of lines, 3 feet.

TRACK.	WHOLE LENGTH.	LENGTH IN PENNA.
Miles of track laid with steel rail on lines owned, leased or operated,	0.5	0.5
Miles of track laid with iron rail on lines owned, leased or operated, .	5.0	5.0

CHARACTERISTICS OF ROAD--CONTINUED.

Weight of rail per yard,	{ Steel,	50 lbs.
	{ Iron,	30 lbs.

CROSSINGS.

No crossings at grade.

STATIONS.

No stations except sheds at terminus.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	2	\$6,500 00
Freight cars, 8-wheel (flat),	70	65 00

EARNINGS FOR THE YEAR.

There are no earnings from the railroad. It is not a corporation, but the private property of the Keystone Coal Company, and is used solely to haul Keystone coal from the company's mines to the junction of the Baltimore and Ohio Railroad.

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

All accounts are merged in those of the coal company. We have no record of expenses of railroad as a part from those of the coal company.

We have no means of stating the income and expenses of the railroad tracks. All such accounts are merged in the general accounts of the Keystone Coal Company.

KINZUA RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
G. Clinton Gardner,	President,	Greenfield, Mass.
C. H. Allen,	Vice President,	New York city, N. Y.
J. R. Trimble,	Secretary,	Philadelphia, Pa.
F. S. Buell,	Treasurer,	Buffalo, N. Y.
William L. Doyle,	Auditor,	Buffalo, N. Y.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
G. Clinton Gardner, . .	Greenfield, Mass.	C. H. Clark,	Philadelphia, Pa.
C. H. Allen,	New York city, N. Y.	Isaac N. Seligman, . . .	New York city, N. Y.
A. N. Martin,	Summit, N. J.	E. W. Clark,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.		

GENERAL INFORMATION.

Name of road : Kinzua Railroad.

By whom operated : Western New York and Pennsylvania Railroad.

By what authority : Lease.

The general offices of the company are located at Buffalo, N. Y.

For information concerning this report, address William L. Doyle, Auditor, Buffalo, N. Y.

How are the passenger cars on your road heated, lighted and ventilated ? Heated with stoves, lighted with lamps, ventilation ordinarily.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This road is leased to and operated by the Western New York and Pennsylvania Railroad Company, and the company respectfully refers to the report of that company, in whose statement the operations of this road are included.

The Western New York and Pennsylvania Railroad Company owns all the stock of this company, and also the lease above mentioned, and it is practically a consolidation, in fact.

CAPITAL STOCK.

Amount subscribed,	\$100,000 00
Amount now paid in, common,	100,000 00
Number of shares issued,	1,000
Amount paid in on each share,	100 00
Par value of each share,	100 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Kinzua intersection to Kinzua,	12	12

Gauge of lines, GAUGE. 3 ft.

KINZUA CREEK AND KANE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
John Campbell,	President,	Kane, Pa.
G. W. Campbell,	Secretary and Treasurer,	Kane, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
G. W. Campbell,	Kane, Pa.	C. J. Werner,	Kane, Pa.
E. W. Campbell,	Mt. Jewett.	David Bardelson,	Kane, Pa.
John Campbell,	Kane, Pa.	Jesse P. Jackson,	Youngsville, Pa.
Milton Springer,	Kane, Pa.		

GENERAL INFORMATION.

Name of road: The Kinzua Creek and Kane.

By whom operated: Not in general operation.

The general offices of the company are located at Kane, Pa.

For information concerning this report, address J. W. Campbell, Kane, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized in June, 1888. There is now about five miles of the road constructed.

It was chartered as the Kinzua Creek and Kane Railroad Company, June 12, 1888.

The road is not yet in operation for carrying passengers and freight. G. W. Campbell and sons are allowed to run logs and lumber over it at their own risk and expense to and from their mill on line of road.

CAPITAL STOCK.

Amount authorized by law,	\$120,000 00
Amount subscribed,	36,000 00
Amount now paid in, common,	21,660 00
Number of shares issued,	360
Amount paid in on each share,	60 00
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

One bond (due January 1, 1890; bears interest at 6 per cent., which is payable at maturity), amount,	\$1,170 00
One bond (due January 1, 1891; bears interest at 6 per cent., which is payable at maturity), amount,	1,170 00
Total amount of funded debt,	\$2,340 00
Total cash realized from capital stock and debt,	\$24,000 00

COST.

Total cost of roads owned to date,	\$24,000 00
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LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
William K. Vanderbilt, . . .	Chairman of the Board,	New York.
John Newell, . . .	President and General Manager,	Cleveland, O.
Edwin D. Worcester, . . .	Vice President, Treasurer and Secretary,	New York.
Dwight W. Pardee, . . .	Assistant Treasurer,	New York.
Nicholas Bartlett,	Local Treasurer and Assistant Secretary,	Cleveland, O.
J. T. Harahan,	Assistant General Manager,	Cleveland, O.
Addison Hills,	Assistant to President,	Cleveland, O.
Cyrus P. Leland,	Auditor,	Cleveland, O.
George C. Greene,	General Counsel,	Cleveland, O.
O. G. Getzen-Danner,	Assistant General Counsel,	Cleveland, O.
Phineas P. Wright,	General Superintendent,	Cleveland, O.
John T. R. McKay,	General Freight Agent,	Cleveland, O.
J. G. James,	Assistant General Freight Agent,	Cleveland, O.
M. S. Chase,	Assistant General Freight Agent,	Chicago, Ill.
A. J. Smith,	General Passenger and Ticket Agent,	Cleveland, O.
E. C. Luce,	Assistant General Passenger and Ticket Agent,	Cleveland, O.
Joseph O. Osgood,	Chief Engineer,	Cleveland, O.
G. W. Stevens,	Superintendent of Motive Power,	Cleveland, O.
John Kirby,	Master Car Builder,	Cleveland, O.
L. C. Higgins,	Purchasing Agent,	Cleveland, O.
Charles B. Couch,	Division Superintendent,	Cleveland, O.
George H. McIntire,	Division Superintendent,	Youngstown, O.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
William K. Vanderbilt, . .	New York.	William L. Scott,	Erie, Pa.
Cornelius Vanderbilt, . .	New York.	Charles M. Reed,	Erie, Pa.
Frederick W. Vanderbilt, .	New York.	Rasselas Brown,	Warren, Pa.
Samuel F. Barger,	New York.	John Newell,	Cleveland, O.
John E. Burrill,	New York.	Jephtha H. Wade,	Cleveland, O.
Darius O. Mills,	New York.	John Dekoven,	Chicago, Ill.
Edwin D. Worcester, . . .	New York.		

Date of annual meeting for election of directors, first Wednesday in May, at Cleveland, O.

GENERAL INFORMATION.

Name of road : Lake Shore and Michigan Southern Railway.

By whom operated : Lake Shore and Michigan Southern Railway Company.

Date of consolidation : Present company, August 4, 1869.

The general offices of the company are located at Cleveland, O.

For information concerning this report, address Cyrus P. Leland, Auditor, Cleveland, O.

How are the passenger cars on your road heated, lighted and ventilated ? Baker heater, hot water pipes ; lamps using 300° fire test oil.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company is a consolidation of the following roads : The Buffalo and State Line Railroad, extending from the city of Buffalo, in the State of New York, westward

to the State line of Pennsylvania, 68 miles; the Erie and Northeast Railroad, extending from the State line of Pennsylvania to the city of Erie, in the State of Pennsylvania, 20 miles. These two roads were consolidated, under the name of the Buffalo and Erie Railroad Company, in the year 1867, in pursuance of the laws of the States of New York and Pennsylvania.

The Cleveland, Painesville and Ashtabula Railroad, extending from the city of Erie, in the State of Pennsylvania, to the city of Cleveland, in the State of Ohio, 92 miles; the Cleveland and Toledo Railroad, extending from the city of Cleveland, in the State of Ohio, to the city of Toledo, in the State of Ohio, 113 miles, with a branch (or northern division) extending from Elyria (26 miles west of Cleveland), *via* the city of Sandusky, in the State of Ohio, to Millbury (junction with main line near Toledo), 76½ miles. These two roads last mentioned were consolidated, under the name of the Lake Shore Railway Company, in March, 1869, pursuant to the laws of the States of Ohio and Pennsylvania.

The Michigan Southern and Northern Indiana Railroad, extending from the city of Toledo, in the State of Ohio, to the city of Chicago, in the State of Illinois, 244 miles. This road was consolidated with the Lake Shore Railway Company under the name of the Lake Shore and Michigan Southern Railway Company in May, 1869, pursuant to the laws of Pennsylvania, Ohio, Michigan, Indiana and Illinois.

In August, 1869, the Buffalo and Erie Railroad Company was consolidated with the Lake Shore and Michigan Southern Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, pursuant to the laws of the States of New York, Pennsylvania, Ohio, Michigan, Indiana and Illinois, thus forming a continuous line of railway, 540 miles in length, between the cities of Buffalo, in the State of New York, and Chicago, in the State of Illinois.

This company owns branches as follows: Ashtabula, O., to Jamestown, Pa., 36 miles; Elyria, O., *via* Sandusky, to Millbury (junction with main line), 76½ miles; Toledo, O., to Elkhart, Ind. (air line), 131 miles; Adrian, Mich., to Jackson, Mich., 46 miles; Adrian, Mich., to Monroe, Mich., 33 miles.

The following roads are under separate organizations, but the capital stock thereof is owned wholly by this company: The Detroit, Monroe and Toledo Railroad, extending from Toledo, in the State of Ohio, to the City of Detroit, in the State of Michigan, 65 miles; the Kalamazoo and White Pigeon Railroad, extending from White Pigeon, Mich., to Kalamazoo, Mich., 37 miles; the Northern Central Michigan Railroad, extending from Jonesville, Mich., to Lansing, Mich., 60 miles.

The following roads are operated by this company under leases: The Jamestown and Franklin Railroad, extending from Jamestown, Pa. (where it connects with the Ashtabula branch), to Oil City, Pa., 51 miles. This company has a large proprietary interest in this road and operates it under a lease for 60 per cent. of the earnings.

The Kalamazoo, Allegan and Grand Rapids Railroad, extending from Kalamazoo, Mich., to Grand Rapids, Mich., 58 miles. The terms of this lease are the payment of interest on bonds and stock amounting to \$103,800.00 per annum.

CAPITAL STOCK.

Amount authorized by law,	\$50,000,000 00
Amount authorized by votes of company,	50,000,000 00
Amount subscribed,	50,000,000 00
Amount now paid in, common, \$49,466,500.00; \$533,500.00,	50,000,000 00
Number of shares issued,	500,000
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

Date of issue.	NAME AND CHARACTER.	Miles included in mortgage.	When due.	Amount outstanding.	Rate of interest and when payable.	Annual interest.
July 1, 1870,	Lake Shore and Michigan Southern consolidated first mortgage,	864	July 1, 1900,	\$15,440,000	7 per cent. reg. Jan., April, July and Oct. Coupon Jan. and July.	\$1,072,820
April 1, 1869,	Lake Shore Railway dividend bonds,	258	April 1, 1899,	1,356,000	7 per cent. April and Oct.,	94,920
Oct. 1, 1867,	Cleveland, Paucsville and Ashtabula third mortgage,	95	Oct. 1, 1892,	920,000	7 per cent. April and Oct.,	64,400
April 1, 1868,	Buffalo and Erie mortgage,	88	April 1, 1898,	2,784,000	7 per cent. April and Oct.,	194,880
	Total amount outstanding of the first general mortgage of \$25,000,000.00,			\$20,500,000		\$1,427,020
Dec. 1, 1873,	Lake Shore and Michigan Southern consolidated second general mortgage,	864	Dec. 1, 1903,	24,092,000	7 per cent. June and Dec.,	1,728,440
	Total funded debt Lake Shore and Michigan Southern Railway Company proper,			\$45,192,000		\$3,155,460

DEBT OF PROPRIETARY ROADS.

(Owned wholly by Lake Shore and Michigan Southern Railway Company.)

Aug. 1, 1876,	Detroit, Monroe and Toledo first mortgage, guaranteed by Lake Shore and Michigan Southern,	62	Aug. 1, 1906,	\$924,000	7 per cent. Feb. and Aug.,	\$64,680
Sept. 1, 1869,	Kalamazoo and White Pigeon first mortgage,	37	Jan. 1, 1890,	400,000	7 per cent. Jan. and July,	28,000
				\$1,324,000		\$92,680

*\$399,000 at 5 per cent. See page 6 annual report 1886.

Total amount of funded debt, \$46,516,000 00

UNFUNDED DEBT.

Total amount of funded and unfunded debt, 46,516,000 00
 Funded debt as per last report, 46,766,000 00
 Total cash realized from capital stock and debt. Impossible to give these figures as this is a consolidation of several original companies.

COST.

Cost of roads owned to December 31, 1887,	\$66,700,000 00
Cost of additions for the year ending December 31, 1888, charged to operating expenses.	
Total cost of roads owned to date,	66,700,000 00
Average of same per mile of road laid,	77,121 43
Average of same per mile of single track,	59,874 32
Proportion of same for Pennsylvania,	3,803,628 93
Cost of equipment owned to December 31, 1887,	17,300,000 00
Cost of equipment additions for the year ending December 31, 1888, charged to operating expenses.	
Total cost of equipment owned,	17,300,000 00
Average cost of equipment per mile of road owned by the company,	16,879 03
Average cost of equipment per mile of road operated by company, .	12,907 07
Proportion of same for Pennsylvania,	1,294,072 54
Cost of road and equipment per mile (of road owned by company),	94,000 46
Proportion of same for Pennsylvania,	4,636,102 69
Total cost of roads and equipment,	84,000,000 00
Proportion of same for Pennsylvania,	5,930,175 23

CHARACTERISTICS OF ROAD.

MAIN LINE (Via Norwalk and Adrian).	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Buffalo to Chicago,	540.49	44.06
Length of single main track,	540.49	44.06
Length of second main track,	273	44.06
BRANCHES.		
Sandusky branch, from Elyria Junction to Millbury Junction,	Length of road, Length of single track, Length of double track,	72.95 72.95 17.11
Sandusky Pier branch, from junction at Sandusky to old depot, Sandusky,	Length of road, Length of single track,	3.72 3.72
Ashtabula branch, from Ashtabula Harbor to Jamestown,	Length of road, Length of single track,	38.31 38.31
Connecting branch, with Dav. and P. R. R. at Dunkirk, N. Y.,	Length of road, Length of single track,	1.50 1.50
Air Line branch, from Air Line Junction to Elkhart,	Length of road, Length of single track,	130.83 130.83
Detroit branch, from Air Line Junction to Detroit,	Length of road, Length of single track,	62.36 62.36
Jackson branch, from Senawee Junction to Jackson,	Length of road, Length of single track,	41.98 41.98
Monroe branch, from Senawec Junction to Monroe,	Length of road, Length of single track,	29.37 29.37
Kalamazoo branch, from White Pigeon to Kalamazoo,	Length of road, Length of single track,	36.57 36.57
Lansing branch, from Jonesville to No. Lansing,	Length of road, Length of single track,	61.14 61.14
LEASED ROADS.		
Jamestown and Franklin, from Jamestown to Oil City,	Length of road, Length of single track,	50.91 50.51
Mahoning Coal, from Youngstown to Andover, including three short branches,	Length of road, Length of single track,	42.06 42.06
Kalamazoo, Allegan and Grand Rapids, from Kalamazoo to Grand Rapids,	Length of road, Length of single track,	58.42 58.42
Detroit, Hillsdale and Southwestern, from Ypsilanti to Bankers,	Length of road, Length of single track,	65.20 65.20
Fort Wayne and Jackson, from Fort Wayne to Jackson,	Length of road, Length of single track,	97.83 97.83
Mahoning and Sheuango Valley, from Doughton Junction to State line O. and Pa.,	Length of road, Length of single track,	5.07 5.97
Sheuango Valley, from State line O. and Pa. to No. Line of Sharon,	Length of road, Length of single track,	1.77 1.77
The Stewart Railroad, from State line O. and Pa. to Stewart's Mills,	Length of road, Length of single track, . . . . .	.39 .39

CHARACTERISTICS OF ROAD—CONTINUED.

SUMMARY.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line,	540.49	44.06
Length of branches owned by the company,	478.73	5.26
Length of leased roads,	322.55	53.07
Total length of all roads owned, leased and operated,	1,341.77	102.39
Length of second track,	273	44.06
Length of sidings and other tracks not above enumerated,	598.09	48.59
Length of all tracks,	2,212.86	195.04

GAUGE.	
Gauge of lines,	4 ft. 8½ ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	1,847.78	181.30
Miles of track laid with iron rail on lines owned, leased or operated,	365.08	13.74

Weight of rail per yard,	{ Steel, {	Branches,	60 lbs.
	{	Main line,	60, 65 and 71 lbs.
	{ Iron, branches,		60 lbs.

TELEGRAPH LINES.	
Length of lines in miles, 1,952; in Pennsylvania,	146
Number of miles of wire, 11,371; in Pennsylvania,	1,026

BRIDGES AND TRESTLES.	
Number of bridges and trestles on lines owned by the company, . .	231
Wooden bridges, number of, 45; aggregate length,	5,077 feet.
Stone bridges, number of, 11; aggregate length,	1,680 feet.
Iron bridges, number of, 92; aggregate length,	8,341 feet.
Wooden trestles, number of, 83; aggregate length,	10,124 feet.
Total length of bridges and trestles,	25,222 feet.

CROSSINGS.	
Railroads crossing at grade, lines owned by the company in this Commonwealth; Philadelphia and Erie Railroad, at Erie; Erie and Pittsburgh Railroad, at Erie.	
Number of crossings of highways, at grade, in this Commonwealth,	123
Number of crossings of highways over railroad,	5
Number of crossings of highways under railroad,	8
Number of crossings at which gates or flagmen are maintained,	18
Number of crossings at which there are neither gates nor flagmen,	118

Statement of regulations governing employ es in regard to these crossings: Every engine must be brought to a full stop before crossing the track of any railroad, at a distance not exceeding four hundred feet from the same. When approaching railroad crossings or other hazardous points steam must be shut off at least a mile distant and the speed of all trains must be reduced so as to bring them certainly within control of the engineer. The conductor and all the trainmen upon all trains must be at the brakes at least one mile before reaching such points, ready to apply the

brakes instantly when the whistle sounds. Upon passenger trains if the air brake is found not to be working efficiently the brakes must be applied by hand and the train must be held under such control as surely to prevent running over before stopping. Engineers must have the engine bell rung in all cases before the engine is put in motion, and always at least eighty rods before reaching a public road crossing and until it is passed, and when passing through station yards or whenever any person is seen on or near the track in front of the engine. At least eighty rods distant from every public road crossing, whether it be under, over or on a level with the railway, they must give the crossing signal by whistle, and about one mile before arriving at each station they will give one long whistle. When they receive a signal to stop they must at once call for brakes, whistling off brakes immediately after if necessary. They must avoid all unnecessary use of the whistle, reserving it, so far as possible, for cases of danger. They will allow no person to ride upon the engines or tenders except the chief engineer, assistant engineers and superintendents, train dispatchers, road and division masters, or master machinists, unless they have permission of the superintendent, or in cases of storms or accidents.

STATIONS.	TOTAL.	IN PA.
Number of stations on main line, passenger, 113; freight, 103, . . .	115	8
Number of stations on branches, passenger, 80; freight, 75, . . .	80	11
Number of stations on leased roads, passenger, 46; freight, 46, . . .	47	7
Number of engine houses owned by the company,	49	20
Number of shops owned by the company,	20	60
Number of fuel and water stations on main line,	60	36
Number of fuel and water stations on branches,	36	31
Number of fuel and water stations on leased roads,	31	19
Value of real estate held by the company, exclusive of roadway, . .	\$353,652	1
Number of tunnels on all lines owned by the company,	1	114
Aggregate length of tunnels,	114	

Material of foundation upon which track is laid: Ballasted with stone, gravel and cinders; joints fastened with angle splices.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	525	\$3,625 87
Dining cars, 3; buffet cars, 3; total,	6	5,000 00
Passenger cars, first class,	131	
Passenger cars, second class,	26	
Total passenger cars,	157	2,150 00
Baggage cars,	64	1,000 00
Express and emigrant cars,	20	1,200 00
Combination passenger and baggage cars,	9	1,200 00
Postal cars (letter and storage),	29	2,500 00
Officers' cars, 5; pay cars, 2; total,	7	1,500 00
Freight cars, 8-wheel and 4-wheel,	17,028	200 00
Caboose cars,	260	400 00
Cars, roadway department, 8-wheel,	162	
Cars, roadway department, 4-wheel,	32	

Train brake in use: Westinghouse air brake.

Average number of cars in passenger trains, including mail, express and baggage cars,	8
Average number of cars in freight trains,	40
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	240
Average weight of freight trains, including locomotive and tender, in working order, in tons,	419

CHARACTERISTICS OF ROAD—CONTINUED.

EMPLOYES.

Average number of persons regularly employed by company, including officials,	12,219
Same in Pennsylvania,	825

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	3,640,797
Number of miles run by freight and coal trains,	7,137,153
Total number of miles run,	10,777,950
Number of passengers carried one mile in Pennsylvania,	28,922,704
Net cost per mile for each passenger carried,	1.448 cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	869,776
Number of tons of 2,000 pounds of local freight for the year,	8,200,081
Number of tons of freight carried one mile,	1,799,104,045
Number of tons of freight carried one mile in Pennsylvania,	171,726,799
Gross amount of tonnage for the year (2,000 pounds per ton),	9,069,857
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	30
Average rate of speed adopted by express trains, including stops (miles per hour),	35
Average rate of speed adopted by freight trains, including stops (miles per hour),	14

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	457,452	Agricultural products,	1,159,549
Bituminous coal and coke,	1,522,205	Merchandise and manufactures,	889,035
Petroleum and other oils,	403,611	Live stock,	470,617
Pig iron,	162,215	Lumber,	822,021
Railroad iron,	17,979	Other articles,	1,643,434
Other iron or castings,	509,667		
Iron and other ores,	601,945	Total,	9,069,857
Stone and lime,	410,127		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal, per ton per mile, . . . . .	.549 cents.
For local freight and coal, per ton per mile, . . . . .	.666 cents.
All freight, per ton per mile, . . . . .	.666 cents.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888, . .	6,650	3,591,000	\$80,266 20	253,832	9,908,072	\$229,309 59	260,482	13,499,072	\$309,575 79
February, 1888, .	6,266	3,383,640	74,530 61	259,336	9,812,554	240,531 01	265,602	13,226,191	315,061 62
March, 1888, . .	7,143	3,857,220	83,778 91	324,312	11,156,624	277,769 42	331,456	15,013,844	361,548 33
April, 1888, . . .	8,481	4,579,740	91,661 61	294,875	10,478,561	271,849 81	303,356	15,058,361	366,511 45
May, 1888, . . .	9,638	5,204,520	107,119 17	295,535	10,616,583	284,858 19	305,173	15,851,103	391,977 36
June, 1888, . . .	12,398	6,694,920	126,996 33	320,738	11,219,548	336,000 32	333,136	17,914,468	435,409 87
July, 1888, . . .	8,861	4,784,940	103,203 72	373,328	14,364,685	336,000 32	382,189	19,149,625	439,204 04
August, 1888, . .	8,836	4,771,440	105,812 69	402,793	14,076,984	373,092 51	411,629	18,848,424	478,905 20
September, 1888,	10,617	5,733,180	124,306 14	373,136	11,667,518	367,496 41	383,753	20,400,698	491,802 55
October, 1888, . .	9,328	5,037,120	97,531 94	367,812	12,572,410	352,909 65	377,140	17,609,530	450,141 59
November, 1888,	7,197	3,886,380	82,235 57	327,393	11,115,237	281,670 23	334,590	15,001,617	363,905 80
December, 1888, .	7,311	3,947,940	85,453 27	355,887	12,245,367	320,350 61	363,198	16,193,307	405,803 88
Total,	102,726	55,472,040	\$1,165,896 16	3,948,978	142,294,113	\$3,644,251 32	4,051,704	197,766,183	\$4,810,147 48

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers, 2½ cents; for first-class way passengers, single trip, 3 cents; round trip, 2½ cents; for second class through passengers, 1½ cents; for second class way passengers, 2 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888, . .	70,388	37,743,563	\$250,015 47	586,597	108,505,714	\$724,927 24	656,985	147,249,277	\$974,942 71
February, 1888, .	75,215	40,317,823	230,597 35	555,506	94,608,498	689,324 76	630,721	134,926,321	939,922 11
March, 1888, . . .	76,251	40,806,847	275,099 24	610,196	102,506,126	750,852 56	686,447	143,372,973	1,025,451 80
April, 1888, . . .	68,479	36,714,631	251,449 50	598,074	98,074,687	720,481 26	691,587	134,789,317	971,930 76
May, 1888,	59,369	31,840,436	202,562 00	652,963	96,311,637	718,854 04	712,272	127,972,373	921,416 04
June, 1888, . . .	56,996	30,569,376	190,528 81	668,074	100,988,594	724,669 03	725,070	131,557,970	915,197 84
July, 1888,	69,203	37,099,203	161,854 93	681,212	104,193,810	678,023 07	750,420	144,393,013	939,878 00
August, 1888, . .	78,211	41,910,065	179,818 87	806,446	128,701,751	838,151 92	884,677	170,611,766	1,017,970 79
September, 1888,	80,993	43,438,539	191,397 33	753,114	122,648,000	802,136 18	834,107	166,086,539	993,533 51
October, 1888, . .	73,074	39,167,589	193,922 08	852,356	139,081,162	816,101 94	925,430	178,248,751	1,110,024 02
November, 1888,	66,146	35,440,304	172,732 33	724,717	118,951,611	782,132 84	790,863	154,391,915	954,865 17
December, 1888, .	95,446	51,067,003	237,199 68	686,302	118,536,227	726,341 74	781,748	169,093,830	963,541 42
Total,	869,776	466,175,929	\$2,557,177 59	8,200,081	1,332,928,116	\$9,071,996 58	9,069,857	1,799,104,045	\$11,629,174 17

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888,	\$63,631 87	\$24,786 89	\$26,615 65	\$115,034 41
February, 1888,	63,631 87	26,706 00	28,681 59	119,019 46
March, 1888,	60,611 62	32,904 58	24,925 37	118,441 57
April, 1888,	63,626 87	34,989 76	30,338 45	128,955 08
May, 1888,	63,626 87	35,617 66	27,595 02	126,839 55
June, 1888,	67,528 15	33,397 84	29,237 51	130,163 50
July, 1888,	80,725 08	29,449 59	29,831 98	140,006 65
August, 1888,	80,725 09	32,904 88	20,059 25	133,689 22
September, 1888,	77,290 36	41,903 85	26,666 38	145,860 59
October, 1888,	80,460 74	42,602 61	26,657 57	149,720 92
November, 1888,	80,460 74	39,783 19	23,188 33	143,432 26
December, 1888,	70,069 73	40,116 80	28,955 97	139,142 50
Total,	\$852,388 99	\$415,163 65	\$322,753 07	\$1,590,305 71

RECAPITULATION.

Total passenger earnings for the year,	\$4,810,147 48
Total freight earnings for the year,	11,629,174 17
Total earnings from all other sources,	1,590,305 71
Total earnings for the year,	\$18,029,627 36
Total receipts from all sources on whole length of line,	*\$18,249,519 71
Proportion of earnings in Pennsylvania to earnings of whole line,	1,370,251 66

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

All additions during the year charged to operating expenses.

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Agents and station service,	\$713,548 75	\$1,354,708 50	\$2,068,257 25
Car service,	25,214 34	535,175 77	560,390 11
Damage to property,	8,414 29	16,261 06	24,675 35
Expenses of stations, except labor,	17,370 79	32,979 33	50,350 12
Freight train service,		542,098 48	542,098 48
Freight train supplies,		5,050 29	5,050 29
Foreign agencies and advertising,	91,401 71	114,265 04	205,666 75
Loss and damage, freight and baggage,	6,383 50	57,451 59	63,835 09
Passenger train service,	230,442 15		230,442 15
Passenger train supplies,	13,804 97		13,804 97
Personal injuries,	20,776 36	40,151 39	60,927 75
Rents payable,	36,938 72	70,130 06	107,068 78
Telegraph expenses,	101,118 29	195,416 29	296,534 58
Total,	\$1,265,413 87	\$2,963,687 80	\$4,229,101 67
MOTIVE POWER.			
Enginemen and firemen, passenger,	\$387,894 95		\$387,894 95
Enginemen and firemen, freight,		\$749,626 90	749,626 90
Fuel for locomotives,	281,402 10	543,824 00	825,226 10
Locomotives, repairs of,	220,270 17	425,683 41	645,953 58
Oil for locomotives and waste,	23,415 86	45,252 37	68,668 23
Water supply,	19,819 00	38,301 26	58,120 26
Total,	\$932,802 08	\$1,802,687 94	\$2,735,490 02

*Includes \$219,892.55 interest and dividends on assets.

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.
MAINTENANCE OF WAY.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Buildings, etc., repairs of,	\$125,139 31	\$237,583 35	\$362,722 66
Bridges, repairs of,	68,418 50	132,222 29	200,640 79
Cross-ties,	116,070 37	224,311 96	340,382 33
Fences, etc., repairs of,	28,211 50	53,560 97	81,772 47
Rails, steel,	86,162 35	169,445 73	255,608 08
Road bed and track, repairs of, labor and material,	429,444 54	829,923 63	1,259,368 17
Total,	\$853,446 57	\$1,647,047 93	\$2,500,494 50
MAINTENANCE OF CARS.			
Cars, repairs of freight, . . . . .	.. . . .	\$640,359 02	\$640,359 02
Cars, repairs of passenger, baggage, express and postal,	\$174,438 29	.. . . .	174,438 29
Total,	\$174,438 29	\$640,359 02	\$814,797 31
GENERAL EXPENSES.			
Clerks,	\$78,871 78	\$149,742 08	\$228,613 86
Contingencies,	11,469 98	21,779 24	33,249 22
Incidentals and legal expenses,	19,189 85	36,722 76	55,912 61
Salaries of president and other officers,	42,366 00	80,434 00	122,800 00
Stationery and blanks,	37,152 62	70,536 13	107,688 75
Taxes,	166,367 02	315,856 23	482,223 25
Total,	\$355,417 25	\$675,070 44	\$1,030,487 69

EARNINGS—SUMMARY.

Passenger transportation, local, \$3,644,251.32; through, \$1,165,896.16; total,	\$4,810,147 48
Freight transportation, local, \$9,071,996.58; through, \$2,557,177.59; total,	11,629,174 17
Mail service, \$852,388.99; express service, \$415,163.65; total,	1,267,552 64
Miscellaneous,	322,753 07
Total,	\$18,029,627 36

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$1,265,413 87	\$2,963,687 80	\$4,229,101 67
Motive power,	932,802 08	1,802,687 94	2,735,490 02
Maintenance of way,	853,446 57	1,647,047 93	2,500,494 50
Maintenance of cars,	174,438 29	640,359 02	814,797 31
General expenses,	355,417 25	675,070 44	1,030,487 69
Total operating expenses,			\$11,310,371 19
Total expenditures during the year,			11,310,371 19

Operating expenses, 62.73 per cent. of earnings.	
Earnings per mile of road operated,	\$13,437 20
Expenses per mile of road operated,	8,429 44
Net earnings,	\$5,007 76

GENERAL BALANCE SHEET, 1888.

ASSETS.

Lake Shore and Michigan Southern Railway and branches,	\$66,700,000 00
Equipment account,	17,300,000 00
Detroit, Monroe and Toledo Railroad,	1,381,600 00

GENERAL BALANCE SHEET, 1888—CONTINUED.

White Pigeon and Kalamazoo Railroad,	610,000 00
Northern Central Michigan Railroad,	1,357,000 00
Jamestown and Franklin Railroad,	2,210,520 42
Sharon branch advances account, construction,	276,141 53
Stocks of other companies,	14,278,219 55
Pacific Hotel Company, Chicago,	336,200 24
Cash,	\$3,267,011 33
Uncollected earnings collected since January 1,	403,958 80
	<hr/>
	3,670,970 13
General office property and other real estate,	351,736 19
Supplies—rails, fuel, etc.,	634,545 21
Valley Railway, Cleveland, advances,	276,605 63
	<hr/>
Total assets,	<u>\$109,383,538 90</u>

LIABILITIES.

Capital stock (\$533,500.00, 10 per cent. guaranteed),	\$50,000,000 00
Funded debt:	
Lake Shore and Michigan Southern Railway, 864.87 miles,	\$45,192,000 00
Detroit, Monroe and Toledo Railroad, 62.36 miles,	924,000 00
White Pigeon and Kalamazoo Railroad, 36.57 miles,	400,000 00
	<hr/>
	46,516,000 00
December pay rolls and vouchers, paid in January,	\$707,067 23
Dividends:	
Guaranteed stock, 5 per cent. paid February 1, 1889,	26,675 00
Common stock No. 40 (2 per cent. regular and 1 per cent. extra), 3 per cent. paid February 15, 1889,	1,483,995 00
	<hr/>
	2,217,737 23
	<hr/>
Total liabilities,	\$98,733,737 23
Income account December 31, 1888,	10,649,801 67
	<hr/>
	<u>\$109,383,538 90</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: American Express Company, Buffalo to Cleveland, pays 30 cents per 100 pounds for through and 15 to 50 cents per 100 pounds for way freight; United States Express Company, between Cleveland and Chicago, pays from 20 to 85 cents per 100 pounds on freight.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Red, White and Midland Lines; coöperative roads furnish the cars and pro-rate expenses; Merchants' Despatch and Empire Line Stock Companies receive current rate of mileage for their cars and a commission on freight secured by them.

Do they use the cars of your company or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so in what particular? See answer to preceding question; no preferences shown.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback or otherwise? No.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? No.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run and the charges made in addition to the regular passenger rates : Wagner Palace Car Company owns sleeping cars and receives 25 cents to \$1.50 for seats, \$1.50 to \$2.00 for berths and \$3.00 to \$4.00 for sections.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service : From July 1, 1888, \$973,130.50 for service on main line and branches, including fast mail train of postal cars between Buffalo and Chicago.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year : 10 per cent. on \$533,500.00 guaranteed ; paid 5 per cent. August 1, 1888, and 5 per cent. February 1, 1889. 5 per cent. on \$49,466,500.00, common stock, viz : No. 39, 2 per cent. paid August 15, 1888 ; No. 40, 2 per cent. regular and 1 per cent. extra paid February 15, 1889.

Paid in dividends on guaranteed stock,	\$53,350 00
Paid in dividends on common stock,	2,473,325 00
Paid interest on funded debt and rental of leased lines,	3,774,993 23
Balance for the year or surplus,	562,329 64
Surplus at commencement of the year,	10,087,472 03
Total surplus,	10,649,801 67
Surplus invested as follows :	
Cash and loans,	3,267,011 33
Balance of accounts due company,	680,564 43
Material, fuel and stores,	634,545 21
Other items,	6,067,680 70

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	.....	.....	1	.....	1	.....
Employes, . . . . .	.....	2	4	10	4	12
Others,	1	.....	7	6	8	6
Total,	1	2	12	16	13	18

LANCASTER AND READING NARROW GAUGE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
A. H. Peacock,	President,	Lancaster, Pa.
William Leaman,	Secretary and Treasurer, . .	Lancaster, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
A. H. Peacock,	Lancaster, Pa.	William Leaman,	Lancaster, Pa.
John D. Skiles,	Lancaster, Pa.	George W. Hensel,	Quarryville, Pa.
John R. Bitner,	Lancaster, Pa.	Daniel D. Hess,	Quarryville, Pa.
John Keller,	Lancaster, Pa.	Robert Montgomery,	Quarryville, Pa.
George M. Franklin,	Lancaster, Pa.	Daniel Herr,	Refton, Pa.
C. Geiger,	Lancaster, Pa.	Daniel Bair,	New Providence, Pa.
B. F. Breneman,	Lancaster, Pa.		

GENERAL INFORMATION.

On the 13th day of March, 1874, this company entered into a contract with William H. Bines, representing the Philadelphia and Reading Company, to complete the Quarryville section as a railroad of four feet eight and a-half inches, and on the same day executed a lease of the said Quarryville section to the Reading and Columbia Company for a term of nine hundred and ninety-nine years, to take effect from and after the completion of the work of construction under the contract aforesaid. The work of construction was completed, under the contract aforesaid, on the 12th day of May, 1875, and the lease to the Reading and Columbia Railroad Company went into operation on that date.

The Reading and Columbia Railroad Company pays the interest on the bonds or obligations of the Quarryville section, amounting to \$350,000.00, secured by mortgage, and all taxes and assessments in addition to said interest, and is also to make provision for the payment, renewal, or extension of the principal of the debt represented by the outstanding obligations.

The Reading and Columbia Railroad Company has entire control of the transportation, operation and maintenance of the leased road, and retains seventy per cent of the gross receipts accruing from all the trade, travel, mail service, business and commerce of every kind, for said purposes. The Reading and Columbia Company, after paying the interest and taxes on the obligations, amounting to \$350,000.00, out of the remaining thirty per cent. of the said gross receipts, is to account to the Lancaster and Reading Narrow Gauge Railroad Company for the surplus. Monthly reports of the earnings and expenditures of the road are made to the Lancaster and Reading Narrow Gauge Railroad Company, and settlements are to be made every six months. No surplus has been accounted for under the said terms of the said lease.

The Lancaster and Millersville Railway, built under the charter of this company and its supplements, as formerly reported (Auditor General's Report on Railroads, etc., 1874, page 236), is in operation under the lease of December 29, 1874.

Reports of said railway are not made through this company to the department.

CAPITAL STOCK.

Amount authorized by law,	\$500,000 00
Amount authorized by votes of company (on Quarryville branch),	150,000 00
Amount subscribed,	123,750 00
Amount now paid in, common,	82,720 00
Number of shares issued,	1,700
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due July 1, 1894; bear interest at 7 per cent., which is payable semi-annually), amount,	\$350,000 00
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CHARACTERISTICS OF ROAD.

BRANCHES.

Quarryville branch, from Lancaster to Quarryville, length of road,	15½ miles.
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LEHIGH AND EASTERN RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
B. F. Housman,	President,	408 Walnut street, Philadelpnia.
Jacob Newberger,	Vice President,	291 Broadway, New York.
Horace M. Royal,	Secretary,	435 Chestnut street, Philadelphia,
Silas W. Newberger,	Treasurer,	291 Broadway, New York.
David M. Newberger,	General Solicitor,	291 Broadway, New York.
James Parks,	General Manager,	New York,
	General Superintendent,	

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
B. F. Housman,	Philadelphia.	Jacob Newberger,	New York.
Horace M. Royal,	Philadelphia.	J. W. Fellows,	New Hampshire.
Joseph A. Louchheim,	Philadelphia.	Silas W. Newberger,	New York.
Sidney L. Wright,	Philadelphia.		

GENERAL INFORMATION.

Name of road : Lehigh and Eastern Railroad.
By whom operated : Not running as yet.
By what authority : Under original patent to the Lehigh and Eastern Railway Company and several acts passed relating to said company.
The general offices of the company are located at 435 Chestnut street, Philadelphia, and 291 Broadway, New York,
For information concerning this report address Silas W. Newberger, 291 Broadway, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The act forming the Lehigh and Eastern Railway Company, approved March 10, A. D. 1869 (P. L. 1869, 1321); several acts extending its time to build, etc., supplemental to first mentioned act of Assembly, as follows : Act of March 17, 1871 (P. L. 1871, 414); May 27, 1871 (P. L. 1871, 1248); act approved May 15, 1874 (P. L. 1874, 188); March 17, 1875 (P. L. 1875, 7); June 5, 1874 (P. L. 1875, 31); April 22, 1879 (P. L. 1879, 31); May 24, 1881 (P. L. 1881, 27); June 1, 1883 (P. L. 1883, 49); (1) June 25, 1885 (P. L. 1885, 186), and (2) June 25, 1885 (P. L. 1885, 186). The patent forming the above company was issued and approved March 9, 1869. On March 3, 1887, at court house, Wilkes-Barre, the sheriff of Luzerne county, under judgment entered against said company, February 2, 1887, for \$15,000.00 and *fi. fa.* No. 45, February term and *alias fi. fa.*, sold all the corporate rights, properties, privileges and franchises of said company to S. W. Newberger, the highest bidder, who proceeded to and did organize the Lehigh and Eastern Railroad Company. That said latter named company became invested with all the corporate rights and privileges, properties and franchises of the original company ; acts of April 9, 1861 (P. L. 1861, 259); May 25, 1878 (P. L. 1878, 148), and same, P. L. 1878, 145; May 31, 1887 (P. L. 1887, 276).

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount determined by purchaser under P. L. 1878, 148.	
Amount now paid in, common, full paid and non-assessable under act of assembly.	
Number of shares issued,	20,000
Amount paid in on each share, full paid and non-assessable under act of assembly.	
Par value of each share,	50 00

DEBT.

This company has no funded debt, not having assumed any obligations of the original company—their purchase being only subject to same.

COST.

Cost of roads owned to December, 31, 1887; cost to the original company,	\$127,308 00
Cost of road for the year ending December 31, 1888; cost incurred by present company,	50,000 00
Total cost of roads owned to date,	\$177,308 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Tonihicken to Matamorus,	99.00	99.00
Length of single main track,	99.00	99.00
SUMMARY.		
Length of main line,	99.00	99.00
Total length of all roads owned,	99.00	99.00

LEHIGH AND LACKAWANNA RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
F. C. Yarnall,	President,	Overbrook, Pa.
S. Shepherd,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. S. Harris,	Philadelphia.	Edward Lewis,	Philadelphia.
E. W. Clark,	Philadelphia.	S. Shepherd,	Philadelphia.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : Lehigh and Lackawanna Railroad.

By whom operated : The Central Railroad Company of New Jersey.

The general offices of the company are located at No. 226 South Third street, Philadelphia.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount subscribed,	7,502 00
Amount now paid in, common,	370,500 00
Number of shares issued,	7,410
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due December 1, 1907 ; bear interest at 7 per cent., which is payable December 1 and June 1), amount,	\$100,000 00
Second mortgage (due December 10, 1907 ; bear interest at 7 per cent., which is payable December 10 and June 10), amount,	500,000 00
Total amount of funded debt,	\$600,000 00

UNFUNDED DEBT.

Unfunded debt incurred for construction, equipment or purchase of property,	\$1,521 94
Total amount of unfunded debt,	1,521 94
Total amount of funded and unfunded debt,	\$601,521 94
Funded debt as per last report,	\$600,000 00
Unfunded debt as per last report,	1,111 66

COST.

Total cost of roads owned to date, \$972,021 94

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bethlehem to Chapmans,	15.00	15.00
BRANCHES.		
Wind Gap branch, from Chapmans to Wind Gap, length of road, . . .	10.00	10.00
OPERATED ROADS.		
Wind Gap and Delaware Railroad, from Pen Argyl to Stroudsburg, length of road,	10.00	10.00
SUMMARY.		
Length of main line,	15.00	15.00
Length of branches owned by the company,	10.00	10.00
Length of operated roads,	10.00	10.00
Total length of all roads owned, leased and operated,	35.00	35.00
Length of sidings and other tracks not above enumerated,	5.07	5.07
Length of all tracks,	40.07	40.07

TRACK.

Miles of track laid with steel rail on lines owned, leased or operated, 16.80 miles.
Miles of track laid with iron rail on lines owned, leased or operated, 23.27 miles.

Total miles of track laid with steel and iron rail, 40.07 miles.

Weight of rail per yard, { Steel, 56 lbs.
{ Iron, 50 lbs.

BRIDGES AND TRETTLES.

Number of bridges and trestles on lines owned by the company, . . 43
Wooden bridges, number of, 42; aggregate length, 2,055 feet.
Stone bridges, number of, 1; length, 8 feet.

Total length of bridges and trestles, 2,063 feet.

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth, . 56
Number of crossings of highways over railroad, 1
Number of crossings of highways under railroad, 1
Number of crossings at which there are neither gates nor flagmen, . 58

STATIONS.

Number of stations on main line, passenger and freight, 7
Number of stations on branches, passenger and freight, 1
Number of engine houses and shops owned by the company, 1
Number of fuel and water stations on main line, 3

EQUIPMENT.

Furnished by the Central Railroad Company of New Jersey.
Average number of cars in passenger trains, including mail, express and baggage cars, 2
Average number of cars in freight trains, 11
Average weight of passenger trains, including locomotive and tender, in working order, in tons, 101
Average weight of freight trains, including locomotive and tender, in working order, in tons, 360

CHARACTERISTICS OF ROAD—CONTINUED.

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	20
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DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	39,520
Number of miles run by freight and coal trains,	19,588
Total number of miles run,	59,108
Number of passengers carried one mile in Pennsylvania,	836,039
Number of tons of 2,000 pounds of through freight for the year on main road,	17,027
Number of tons of 2,000 pounds of local freight for the year (includes coal),	53,702
Number of tons of freight carried one mile,	1,315,946
Number of tons of freight carried one mile in Pennsylvania,	1,315,946
Gross amount of tonnage for the year (2,000 pounds per ton),	70,729
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	22
Average rate of speed adopted by freight trains, including stops, (miles per hour),	10

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	20,720	Agricultural products,	683
Bituminous coal and coke,	112	Merchandise and manufactures,	4,300
Petroleum and other oils,	35	Live stock,	30
Pigiron,	72	Lumber,	3,888
Railroad iron,	5	Other articles,	966
Other iron or castings,	121		
Iron and other ores,	8,887	Total,	70,729
Stone and lime,	30,910		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, per ton per mile, . . . . .	.0342 cents.
For local freight, per ton per mile, . . . . .	.0325 cents.
For local coal, per ton per mile, . . . . .	.0239 cents.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

January, 1888,	\$931 40
February, 1888,	1,058 72
March, 1888,	1,385 68
April, 1888,	1,398 10
May, 1888,	1,517 88
June, 1888,	1,356 93
July, 1888,	2,291 19
August, 1888,	2,038 80
September, 1888,	2,136 00
October, 1888,	1,470 44
November, 1888,	1,312 48
December, 1888,	1,899 36
Total,	\$18,796 98

EARNINGS FOR THE YEAR—CONTINUED.

FROM TRANSPORTATION OF FREIGHT AND COAL.

January, 1888,	\$1,884 05
February, 1888,	1,778 55
March, 1888,	2,066 33
April, 1888,	3,020 08
May, 1888,	3,921 34
June, 1888,	3,566 33
July, 1888,	3,226 69
August, 1888,	4,733 95
September, 1888,	4,361 07
October, 1888,	4,889 27
November, 1888,	3,883 22
December, 1888,	2,714 82
Total,	<u>\$40,045 70</u>

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
January, 1888,	\$336 44	\$78 92		\$415 36
February, 1888,		12 08		12 08
March, 1888,		113 29		113 29
April, 1888,		61 46		61 46
May, 1888,	314 94	66 42		381 37
June, 1888,		68 70		68 70
July, 1888,	336 44	69 21		405 65
August, 1888,		64 60		64 60
September, 1888,		54 50		54 50
October, 1888,	336 44	64 35		400 79
November, 1888,		66 36		66 36
December, 1888,		241 39	\$254 77	496 16
Total,	<u>\$1,324 26</u>	<u>\$961 29</u>	<u>\$254 77</u>	<u>\$2,540 32</u>

RECAPITULATION.

Total passenger earnings for the year,	\$18,796 98
Total freight earnings for the year,	40,045 70
Total earnings from all other sources,	2,540 32
Total earnings for the year,	<u>\$61,383 00</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Lehigh and Lackawanna Railroad,	<u>\$972,021 94</u>
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LIABILITIES.

Capital stock,	\$370,500 00
First mortgage bonds,	100,000 00
Second mortgage,	500,000 00
Lehigh coal and Navigation Company,	1,521 94
Total,	<u>\$972,021 94</u>

LEHIGH AND SUSQUEHANNA RAILROAD.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

Same as the Lehigh Coal and Navigation Company. No separate organization or officers.

GENERAL INFORMATION.

Name of road : Lehigh and Susquehanna Railroad.

By whom operated : The Central Railroad Company of New Jersey.

By what authority : Under lease.

For information concerning this report, address C. F. Howell, Auditor, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Lehigh and Susquehanna Railroad is owned by The Lehigh Coal and Navigation Company, and has no separate organization, capital stock or debt. It was leased to the Central Railroad Company of New Jersey, March 31, 1871.

COST.

Cost of roads owned to December 31, 1887,	\$14,423,832 30
Cost of additions for the year ending December 31, 1888,	133,767 39
Total cost of roads owned to date,	<u>14,557,599 69</u>

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Phillipsburg to Union Junction,	105.20	105.20
Length of single main track,	35.23	35.23
Length of second main track,	69.97	69.97
BRANCHES.		
Carbon Iron branch, from Stemton to quar-	Length of road, . . . . .	.500
ries Crane Iron Company,	Length of single track, . . . . .	.500
Coplay branch, from Stemton to Hoken-	Length of road, . . . . .	.805
dauqua,	Length of single track, . . . . .	.805
Allen Cement branch, from Siegfried to	Length of road, . . . . .	.866
quarries A. C. Works,	Length of single track, . . . . .	.866
Drifton branch, from Drifton Junction to	Length of road,	10.640
Drifton,	Length of single track,	10.640
Nescopec branch, from Nescopec Junction	Length of road,	10.155
to Upper Lehigh,	Length of single track,	10.155
Sandy Run branch, from Pond Creek to	Length of road,	2.567
Sandy Run,	Length of single track,	2.567
Pond Creek branch, from near Pond Creek	Length of road, . . . . .	.522
Junction to Zehuer,	Length of single track, . . . . .	.522
Nanticoke branch, from Gardiners switch	Length of road,	17.716
to West End Breaker,	Length of single track,	16.607
Lee Mine branch, from Lee Mine to Nanti-	Length of double track,	1.109
coke,	Length of road,	2.000
Canal branch, from Miners Mill to Empire	Length of single track,	2.000
Breaker,	Length of road,	3.947
Everhart branch, from Union Junction to	Length of single track,	3.947
Everhart,	Length of road,	2.500
Ashley Plains branch, from Ashley to Solo-	Length of single track,	2.500
mon's Gap,	Length of road,	2.750
	Length of double track,	2.750

CHARACTERISTICS OF ROAD—CONTINUED.

OPERATED AND LEASED ROADS.		MILES.	
		Whole length.	Length in Penn'a.
Wilkes-Barre and Scranton Railway, from	Length of road,	3,857	3,857
Scranton to Minooka Junction, . . .	Length of single track, . .	2,261	2,269
	Length of double track, . .	1,588	1,588
Nesquehoning Valley Railroad, from Nes-	Length of road,	16,657	16,657
quehoning Junction to Tamanend, . .	Length of single track, . .	8,729	8,729
	Length of double track, . .	7,928	7,928
Trescow Railroad, from Silver Brook to	Length of road,	7,000	7,000
Audenried,	Length of single track, . .	7,000	7,000
Lehigh and Lackawanna Railroad, from	Length of road,	25,000	25,000
Bethlehem Junction to Wind Gap, . .	Length of single track, . .	25,000	25,000
Wind Gap and Delaware Railroad, from	Length of road,	10,000	10,000
Pen Argyl to Stroudsburg,	Length of single track, . .	10,000	10,000
SUMMARY.			
Length of main line,		105,201	105,201
Length of branches owned by the company,		54,968	54,968
Length of leased roads,		27,514	27,514
Length of operated roads,		35,000	35,000
Total length of all roads owned, leased and operated,		222,683	222,683
Length of second track,		83,345	83,345
Length of sidings and other tracks not above enumerated,		122,731	122,731
Length of all tracks,		428,759	428,759

GAUGE.

Gauge of lines, 4 ft. 8½ in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	288,718	288,718
Miles of track laid with iron rail on lines owned, leased or operated,	140,041	140,041

Weight of rail per yard, { Steel, 70, 62½, 60 lbs.
 { Iron, 65, 60, 56 lbs.

BRIDGES AND TRETTLES.

Number of bridges and trestles on lines owned by the company, 157
 Wooden bridges, number of, 78; aggregate length, 3,313 feet.
 Stone bridges, number of, 19; aggregate length, 426 feet.
 Iron bridges, number of, 43; aggregate length, 5,531 feet.
 Wooden trestles, number of, 17; aggregate length, 4,152 feet.

Total length of bridges and trestles, 13,922 feet.

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth, December 31, 1888: Lehigh Valley Railroad, at South Bethlehem; Catasauqua and Foglesville Railroad, at Catasauqua; Crane Iron Company Narrow Gauge Railroad, at Catasauqua; Lehigh Valley Railroad, at Penn Haven Junction; Lehigh Valley Railroad, at Jeddo, Drifton branch; Lehigh Valley Railroad, at Sugar Notch; Lehigh Valley Railroad, at South Wilkes-Barre; Pennsylvania Railroad, at South Wilkes-Barre; Lehigh Valley Railroad, at one mile north of Wilkes-Barre; Lehigh Valley Railroad, at Parsons; Lehigh Valley Railroad, at one mile north of Ashley branch; Lehigh Valley Railroad, at South Wilkes-Barre, Franklin branch; Lehigh Valley Railroad, at Audenried; Lehigh and Wilkes-Barre Coal Company, three narrow gauge railroads, at Audenried; Delaware and Hudson Canal Company Railroad, at Minooka Junction; Delaware, Lackawanna and Western Railroad, at Scranton Steel Mill.

CHARACTERISTICS OF ROAD—CONTINUED.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Below Delaware division Pennsylvania Railroad, at Easton, under grade; Lehigh Valley Railroad, at Coplay, Coplay branch, under grade; Lehigh Valley Railroad, at Lehigh, under grade; Lehigh Valley Railroad, at Coalport, under grade; Delaware and Hudson Canal Company Railroad, at Ashley, Nanticoke branch, under grade; Carbon Iron and Pipe Company Railroad, at Parryville, under grade; Crane Iron Company Railroad, at Catasauqua, under grade; Delaware, Lackawanna and Western Railroad, at Scranton, under grade; Lehigh Valley Railroad, at White Haven, over grade; Lehigh Valley Railroad, at two miles north of White Haven, over grade; Lehigh Valley Railroad, at Solomon's Gap, over grade; Delaware, Lackawanna and Western Railroad, at near steel mill, Scranton, over grade; Delaware, Lackawanna and Western Railroad, at Scranton, over grade.

Number of crossings of highways, at grade, in this Commonwealth,	176
Number of crossings of highways over railroad,	12
Number of crossings of highways under railroad,	13
Number of crossings at which gates or flagmen are maintained, . .	21
Number of crossings at which there are neither gates nor flagmen, .	155

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight, 34; freight, 5,	39	39
Number of stations on branches, passenger and freight,	12	12
Number of engine houses and shops owned by the company,	26	26
Number of fuel and water stations on main line,	24	24
Number of fuel and water stations on branches,	6	6
Number of fuel and water stations on leased roads,	1	1
Number of tunnels on all lines owned by the company,	2	2
Aggregate length of tunnels, feet,	2,110	2,110

Material of foundation upon which track is laid: Furnace slag, stone ballast and engine cinder.

EQUIPMENT.

Furnished by Central Railroad Company of New Jersey.

Average number of cars in passenger trains, including mail, express and baggage cars,	3
Average number of cars in freight trains,	25
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	139
Average weight of freight trains, including locomotive and tender, in working order, in tons,	752

EMPLOYES.

Average number of persons regularly employed by company, including officials,	3,012
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DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	487,473
Number of miles run by freight and coal trains,	2,295,222
Total number of miles run,	2,782,695
Number of passengers carried one mile in Pennsylvania,	7,215,409
Number of tons of 2,000 pounds of through and local freight for the year on main road (includes coal),	8,928,389
Number of tons of freight carried one mile, and one mile in Pennsylvania (includes coal),	530,092,635
Gross amount of tonnage for the year (2,000 pounds per ton),	8,928,389

DOINGS OF THE YEAR—CONTINUED.

Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	25
Average rate of speed adopted by express trains, including stops, (miles per hour),	30
Average rate of speed adopted by freight trains, including stops, (miles per hour),	12

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	6,357,114	Agricultural products,	173,189
Bituminous coal and coke,	591,662	Merchandise and manufactures,	354,251
Petroleum and other oils,	59,259	Live stock,	33,316
Pig iron,	324,124	Lumber,	271,781
Railroad iron,	83,744	Other articles,	328,253
Other iron or castings,	42,401		
Iron and other ores,	136,589	Total,	8,928,389
Stone and lime,	172,706		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, per ton per mile, . . . . .	.0068
For through coal, per ton per mile, . . . . .	.0099
For local freight, per ton per mile, . . . . .	.0110
For local coal, . . . . .	.0127

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF FREIGHT.

January, 1888,	\$8,575 50
February, 1888,	8,379 31
March, 1888,	10,175 20
April, 1888,	10,893 36
May, 1888,	12,636 35
June, 1888,	13,957 09
July, 1888,	18,070 13
August, 1888,	19,271 33
September, 1888,	15,783 82
October, 1888,	14,164 85
November, 1888,	11,235 08
December, 1888,	11,453 77
Total,	\$154,600 79

FROM TRANSPORTATION OF FREIGHT AND COAL.

January, 1888,	\$351,185 91
February, 1888,	406,509 98
March, 1888,	373,916 51
April, 1888,	396,513 95
May, 1888,	374,684 07
June, 1888,	395,760 69
July, 1888,	432,415 14
August, 1888,	508,378 32
September, 1888,	518,597 45
October, 1888,	549,637 75
November, 1888,	478,164 48
December, 1888,	375,904 07
Total,	\$5,161,668 32

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888,	\$88 00	\$223 91	\$8 26	\$320 17
February, 1888,	88 00	198 47	8 26	294 73
March, 1888,	88 00	173 60	8 26	269 86
April, 1888,	88 00	72 10	8 26	168 36
May, 1888,	88 00	.....	16 91	104 91
June, 1888,	87 98	.....	16 91	104 89
July, 1888,	88 00	.....	16 91	104 91
August, 1888,	88 00	.....	16 91	104 91
September, 1888,	88 00	.....	16 91	104 91
October, 1888,	88 00	.....	16 91	104 91
November, 1888,	88 00	.....	16 91	104 91
December, 1888,	87 98	2,691 54	16 91	2,796 43
Total,	\$1,055 96	\$3,359 62	\$168 32	\$4,583 90

RECAPITULATION.

Total passenger earnings for the year,	\$154,600 79
Total freight earnings for the year,	5,161,668 32
Total earnings from all other sources,	4,583 90
Total earnings for the year reported by lessees,	\$5,320,853 01
Proportion of receipts received by Lehigh Coal and Navigation Company as rental,	\$1,773,617 68

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	.....	.....	.....	.....	.....	.....
Employees,	7	31	2	2	9	33
Others,	3	..	9	16	12	16
Total,	10	31	11	18	21	49

LEHIGH VALLEY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
E. P. Wilbur,	President,	South Bethlehem, Pa.
Chas. Hartshorne,	Vice President,	Philadelphia, Pa.
Robert H. Sayre,	Second Vice President,	South Bethlehem, Pa.
John B. Garrett,	Third Vice President,	Philadelphia, Pa.
John R. Fanshawe,	Secretary,	Philadelphia, Pa.
Wm. C. Alderson,	Treasurer,	Philadelphia, Pa.
Isaac McQuilken,	Comptroller,	Philadelphia, Pa.
Henry S. Drinker,	General Solicitor,	Philadelphia, Pa.
A. W. Stedman,	Chief Engineer,	Mauch Chunk, Pa.
John Taylor,	General Traffic Manager,	South Bethlehem, Pa.
H. Stanley Goodwin,	General Eastern Superintendent,	South Bethlehem, Pa.
Wm. Stevenson,	General Northern Superintendent,	Sayre, Pa.
Jas. I. Blakslee,	Division Superintendent,	Mauch Chunk, Pa.
A. Mitchell,	Division Superintendent,	Wilkes-Barre, Pa.
Jas. Donnelly,	Division Superintendent,	Easton, Pa.
A. G. Brodhead,	Division Superintendent,	Mauch Chunk, Pa.
A. P. Blakslee,	Division Superintendent,	Delauo, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Chas. Hartshorne,	Philadelphia, Pa.	John R. Fell,	Philadelphia, Pa.
Wm. L. Conyngham,	Wilkes-Barre, Pa.	Robert A. Lamberton,	So. Bethlehem, Pa.
Ario Pardee,	Hazleton, Pa.	John B. Garrett,	Philadelphia, Pa.
Wm. A. Ingham,	Philadelphia, Pa.	Chas. O. Skeer,	Mauch Chunk, Pa.
Robert H. Sayre,	So. Bethlehem, Pa.	William Broekie,	Philadelphia, Pa.
Jas. I. Blakslee,	Mauch Chunk, Pa.	Geo. B. Markie,	Philadelphia, Pa.

GENERAL INFORMATION.

Name of road: Lehigh Valley Railroad.

By whom operated: Lehigh Valley Railroad Company.

With what other companies consolidated: Beaver Meadow Railroad and Coal Company, Penn Haven and White Haven Railroad Company, Lehigh and Mahanoy Railroad Company, Hazleton Railroad Company, Lehigh-Luzerne Railroad Company.

Date of consolidation: Beaver Meadow Railroad and Coal Company, in 1864; Penn Haven and White Haven Railroad Company, in 1864; Lehigh and Mahanoy Railroad Company, in 1866; Hazleton Railroad Company, in 1868; Lehigh-Luzerne Railroad Company, in 1868.

The general offices of the company are located at 228 South Third street, Philadelphia, Pa.

For information concerning this report, address John R. Fanshawe, Secretary, 228 South Third street, Philadelphia, Pa.

CAPITAL STOCK.

Amount subscribed,	40,441,550 00
Amount now paid: Common, \$39,601,250.00; preferred, \$106,300.00;	
scrip, \$513,410.00; total,	40,220,960 00
Number of shares issued,	794,151
Amount paid in on each share issued,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due June 1, 1898; bear interest at 6 per cent., which is payable June 1 and December 1), amount,	\$5,000,000 00
Second mortgage bonds (due September 1, 1910; bear interest at 7 per cent., which is payable March 1 and September 1), amount, . .	6,000,000 00
Consolidated mortgage bonds (\$9,785,000.00 December 1, 1923; \$2,904,-000 00 annually until December 1, 1897, unless previously drawn; \$1,355,000.00 perpetual; all bear interest at 6 per cent., which is payable June 1 and December 1), amount,	14,044,000 00
Total amount of funded debt,	\$25,044,000 00
Funded debt as per last report,	\$25,257,000 00

COST.

Total cost of roads owned to date, November 30, 1888,	\$23,877,671 21
Proportion of same for Pennsylvania,	14,663,280 78
Cost of equipment owned to November 30, 1887,	13,451,133 78
Cost of equipment additions for the year ending November 30, 1888, .	1,347,364 21
Total cost of equipment owned,	14,798,497 99

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Perth Amboy, N. J., to Wilkes-Barre, Pa.,	159.61	99.61
Length of single main track,	27.26	27.26
Length of second main track,	132.35	72.35
BRANCHES.		
Beaver Meadow branch, from Penn Haven	Length of road,	16.53
Junction to Audenried,	Length of single track,	5.94
	Length of double track,	10.59
Hazleton branch, from Hazle Creek Bridge	Length of road,	27.13
to Hazleton,	Length of single track,	18.19
	Length of double track,	8.94
Highland branch, from Lumber Yard to	Length of road,	25.15
Sandy Run Junction,	Length of single track,	21.03
	Length of double track,	4.12
Clinton Branch, from Landsdown, N. J., to	Length of road,	2.06
Clinton, N. J.,	Length of single track,	2.06
Flemington branch, from Flemington	Length of road,	1.92
Junction, N. J., to Flemington, N. J.,	Length of single track,	1.92
Musconetcong branch, from Musconetcong,	Length of road,	1.95
N. J., to Warren Paper Mill, N. J.,	Length of single track,	1.95
Roselle branch, from South Plainfield, N.,	Length of road,	10.06
J., to Roselle, N. J.,	Length of double track,	10.06
Statedale branch, from Slatington to State-	Length of road,	4.06
dale,	Length of single track,	4.06
Bear Creek branch, from Bear Creek Junc-	Length of road,	12.08
tion to Meadow Run,	Length of single track,	12.08
Mountain Cut-Off branch, from Fairview	Length of road,	19.46
to L. and B. Junction,	Length of single track,	19.46
Mahanoy branch, from Black Creek Junc-	Length of road,	65.18
tion to Mt. Carmel,	Length of single track,	34.17
	Length of double track,	31.01
Pottsville branch, from New Boston Junc-	Length of road,	30.31
tion to Tomhicken,	Length of single track,	27.40
	Length of double track,	2.91
LEASED ROADS.		
P. and N. Y. railroad, from Wilkes-Barre	Length of road,	9.53
to L. and B. Junction,	Length of double track,	9.53

CHARACTERISTICS OF ROAD—CONTINUED.

SUMMARY.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line,	159.61	99.61
Length of branches owned by the company,	215.89	199.90
Length of leased roads,	9.53	9.53
Total length of all roads owned, leased and operated,	385.03	309.04
Length of second track,	199.98	129.92
Length of sidings and other tracks not above enumerated,	358.50	276.14
Length of all tracks,	943.51	705.57

GAUGE.

Gauge of lines, 4 ft. 8½ in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	788.74	608.04
Miles of track laid with iron rail on lines owned, leased or operated, .	154.77	97.53

Weight of rail per yard, { Steel, 58, 65, 66, 67, 76 lbs.
 { Iron, 58, 66 lbs.

TELEGRAPH LINES.

Length of lines in miles, 256.40; in Pennsylvania, 182.40
 Number of miles of wire, 1,077.40; in Pennsylvania, 846.90

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company in Pennsylvania, 563
 Wooden bridges, number of, 76; aggregate length, 1,471.9 feet.
 Stone bridges, number of, 348; aggregate length, 1,521.6 feet.
 Iron bridges, number of, 108; aggregate length, 7,232.7 feet.
 Wooden trestles, number of, 36; aggregate length, 2,879.4 feet.
 Total length of bridges and trestles, 13,105.6 feet.

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth: Central Railroad of New Jersey, at Bethlehem; C. and F. Railroad, at Catasauqua; Central Railroad of New Jersey, at Penn Haven Junction; Central Railroad of New Jersey, at Sugar Notch; Central Railroad of New Jersey, at South Wilkes-Barre; D. and H. Railroad, at Wilkes-Barre; Delaware, Lackawanna and Western Railroad at L. and B. Junction.

Railroad crossing lines owned by the company either over or under grade, in this Commonwealth: Central Railroad of New Jersey, at Coplay; Central Railroad of New Jersey, at Lehighton; Central Railroad of New Jersey, at Coalport; Central Railroad of New Jersey, at White Haven; Central Railroad of New Jersey, at Bridge No. 28; Central Railroad of New Jersey, at Fairview; Philadelphia and Reading, at Quakake.

CHARACTERISTICS OF ROAD-CONTINUED.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	80	59
Number of stations on branches, passenger and freight,	82	80
Number of stations on leased roads, passenger and freight,	5	5
Number of engine houses and shops owned by the company,	11	10
Number of fuel and water stations on main line in Pennsylvania,		27
Number of fuel and water stations on branches in Pennsylvania,		18
Number of fuel and water stations on leased roads in Pennsylvania,		2
Number of tunnels on all lines owned by the company,	3	2
Aggregate length of tunnels in feet,	8,412	3,412

Material of foundation upon which track is laid: Oak, chestnut and yellow pine cross-ties on stone, gravel and cinder ballast.

EQUIPMENT.

Locomotives,	361
Passenger cars, first-class, and combination cars,	179
Passenger cars, second-class (excursion cars,	12
Total passenger cars,	191
Baggage, mail and express cars,	36
Freight cars, 8-wheel,	13,321
Freight cars, 4-wheel,	26,792
Total freight cars,	40,113
Cars, roadway department, 8-wheel,	182
Cars, roadway department, 4-wheel,	279

Train brake in use: Westinghouse automatic on all passenger trains.

Average number of cars in passenger trains, including mail, express and baggage cars,	5
Average number of cars in freight trains,	80
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	170
Average weight of freight trains, including locomotive and tender, in working order, in tons,	750

EMPLOYES.

Average number of persons regularly employed by company, including officials,	8,000
Same in Pennsylvania,	6,500

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of tons of anthracite coal one mile,	649,079,139.35
Number of tons of bituminous coal carried one mile,	6,219,821.08
Number of tons of freight carried one mile in Pennsylvania, miscellaneous,	209,950,275.21
Total tons one mile,	865,249,235.64
Gross amount of tonnage for the year (2,000 pounds per ton),	12,181,596.49
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	30
Average rate of speed adopted by express trains, including stops (miles per hour),	45
Average rate of speed adopted by freight trains, including stops (miles per hour),	18

DOINGS OF THE YEAR—CONTINUED.

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	8,904,500.64	Stone,	96,265.04
Bituminous coal and coke,	205,306.47	Live stock,	24,722.81
Petroleum and other oils,	89,784.30	Lumber,	181,169.64
Pig iron,	345,262.54	Other articles,	1,646,519.76
Railroad iron,	62,160.49		
Iron and other ores,	631,904.80	Total,	12,181,596.49

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through and local freight and coal, per ton per mile,	1.09 cents.
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
December, 1887,	281,272.2	3,240,221.2	\$76,844 69
January, 1888,	240,094	2,932,208	75,560 16
February, 1888,	223,778.2	2,548,998	67,576 25
March, 1888,	259,750	3,010,716	76,798 31
April, 1888,	268,784	3,190,890	79,690 89
May, 1888,	279,399.2	3,473,463	88,143 72
June, 1888,	283,477	3,772,883	93,256 86
July, 1888,	351,099.2	5,027,718	110,026 60
August, 1888,	388,417	5,852,192	122,036 98
September, 1888,	378,252	5,513,525.2	116,131 85
October, 1888,	340,493.2	4,881,362	104,542 27
November, 1888,	333,150	3,867,452	92,524 36
Total,	3,627,967.2	47,311,629	\$1,103,132 94

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers 2, 2½, 3 cents; for first-class way passengers, 2, 2½, 3, 3½ cents.

EARNINGS FOR THE YEAR—CONTINUED.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	COAL FREIGHT.			MISCELLANEOUS FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
December, 1887,	\$523,399 42	...	...	\$168,327 59	...	...	\$691,727 01
January, 1888,	440,568 80	...	...	159,091 98	...	...	599,660 78
February, 1888,	522,791 36	...	...	153,194 20	...	...	675,985 56
March, 1888,	578,661 85	...	...	164,815 71	...	...	743,477 56
April, 1888,	603,024 95	...	...	178,634 10	...	...	781,659 05
May, 1888,	609,654 07	...	...	208,885 92	...	...	818,539 99
June, 1888,	511,548 93	...	...	177,669 32	...	...	689,218 25
July, 1888,	664,683 77	...	...	182,488 05	...	...	847,171 82
August, 1888,	671,165 78	...	...	193,012 96	...	...	864,178 74
September, 1888,	669,857 59	...	...	215,068 20	...	...	884,925 79
October, 1888,	701,135 54	...	...	207,090 06	...	...	908,225 60
November, 1888,	730,149 94	...	...	182,163 57	...	...	912,313 51
Total,	8,025,334	...	\$7,226,642 00	3,202,208.85	...	\$2,190,441 66	11,227,542.85	...	\$9,417,083 66

Bituminous coal for the year,

Anthracite coal for the year,

Miscellaneous freight,

\$74,887.00 } . . . \$7,226,642 00

7,950,447.00 } . . . 2,190,441 66

3,202,208.85 . . . \$9,417,083 66

11,227,542.85

\$9,417,083 66

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	TOTAL.
December, 1887,	\$2,763 00	\$3,487 53	. . . . .
January, 1888,	2,763 00	2,162 73	. . . . .
February, 1888,	2,763 00	2,477 20	. . . . .
March, 1888,	2,763 00	3,161 82	. . . . .
April, 1888,	3,083 87	4,156 19	. . . . .
May, 1888,	2,838 24	4,693 17	. . . . .
June, 1888,	2,838 24	4,601 75	. . . . .
July, 1888,	2,843 08	4,110 23	. . . . .
August, 1888,	2,843 08	3,918 61	. . . . .
September, 1888,	2,843 08	5,003 49	. . . . .
October, 1888,	2,843 08	5,248 53	. . . . .
November, 1888,	2,843 08	5,070 82	. . . . .
Total,	\$34,027 75	\$48,092 07	\$82,119 82

RECAPITULATION.

Total passenger earnings for the year,	\$1,103,132 94
Total freight earnings for the year, including anthracite coal,	9,417,083 66
Total earnings from all other sources,	82,119 82
Total earnings for the year,	\$10,602,336 42

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

New locomotives, number, 10,	\$109,725 00
New passenger cars, number, 6,	23,802 06
New freight cars (8-wheel), including gondolas, refrigerators, etc., number, 2,008,	1,213,837 15
Total,	\$1,347,364 21

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Agents and clerks,	\$44,809 98	\$197,252 25	\$242,062 23
Baggage masters,	23,713 86		23,713 86
Brakemen,	27,662 38	473,679 29	501,341 67
Conductors,	38,749 72	69,325 85	108,075 57
Dispatchers,		12,922 54	12,922 54
Incidentals,	4,895 81	9,066 29	13,962 10
Labor at stations and terminals,	7,122 34	159,115 32	166,237 66
Loss and damage,	6,393 05	19,615 22	26,008 27
Stationery and printing,	18,570 34	17,229 30	35,799 64
Stations, repairs of and furniture for,			88,401 96
Telegraph expenses,			95,892 82
Wharves and landings, repairs of,		122,988 15	122,988 15
Wrecks, clearing, and reloading,		16,840 29	16,840 29
Shipping expenses on wharves,		57,083 58	57,083 58
Line expenses and terminals,		121,489 92	121,489 92
Rentals,	5,010 85	44,409 59	49,420 44
Total,			\$1,682,240 70

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemen and firemen, passenger,	\$102,326 84		\$102,326 84
Enginemen and firemen, freight,		\$450,985 98	450,985 98
Engine houses and machine shops, etc., repairs of,			32,615 97
Fuel for locomotives,			837,408 83
Locomotives, repairs of,			732,208 07
Tools and machinery, repairs of,			59,087 34
Water, wood and water stations, expenses and repairs of,			41,531 66
Total,			\$2,256,164 69
MAINTENANCE OF WAY.			
Bridges, repairs of and culverts,			118,609 15
Cars, repairs of (in M. of W. service),			18,206 24
Cross-ties,			270,809 26
Engineering expenses,			\$20,541 93
Expenses on property and buildings,			105,262 18
Oil, tallow, waste, etc.,			23,135 06
Rails, steel, and splices,			162,915 59
Spikes,			12,579 84
Superintendents and supervisors,			16,050 00
Taxes on real estate for road, etc.,			32,345 64
Telegraph, repairs of,			9,370 65
Tools and repairs of tools and switches,			63,132 21
Track, repairing, repairs roadbed, foreman and laborers,			679,469 51
Watchmen,			123,529 56
Watch-houses, repairs of,			8,073 39
Total,			\$1,664,030 21
MAINTENANCE OF CARS.			
Car shops and sheds, repairs of,			\$6,011 34
Cars, repairs of freight,		\$963,033 63	963,033 63
Cars, repairs of passenger, baggage, express and postal,	\$288,528 80		288,528 80
Tools and repairs of tools,			21,941 76
Total,			\$1,279,515 53
GENERAL EXPENSES.			
Agents' expenses,			\$8,016 28
Fuel and light,			25,763 46
Incidentals and legal expenses,			24,790 51
Office expenses, repairs and furniture,			15,244 17
Rentals,			18,082 38
Salaries of officers, agents and clerks,			138,792 90
Stationery and blanks,			15,593 90
Total,			\$246,283 60

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$1,103,132 94
Freight transportation, local and through,	9,417,083 66
Mail service, \$34,027.75; express service, \$48,092.07; total,	82,119 82
Miscellaneous,	1,751,402 87
Total,	\$12,353,739 29

EXPENSES—SUMMARY.

Conducting transportation,	\$1,682,240 70
Motive power,	2,256,164 69
Maintenance of way,	1,664,030 21
Maintenance of cars,	1,279,515 53
General expenses,	246,283 60
Total operating expenses,	\$7,128,234 73

EXPENSES—SUMMARY—CONTINUED.

Expenditures charged to cost of road, real estate and equipment during the year,	\$1,347,364 21
Total expenditures during the year,	8,475,598 94
Net earnings,	\$5,225,504 56

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express Company. Cars furnished by Railroad Company.

TRANSPORTATION COMPANIES.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reason therefor: No discriminations are made by our company.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why: Our company does not make any preferences in furnishing cars or motive power.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates: Pullman's Palace Car Company. Railroad Company pays mileage on cars. Cars are owned by Pullman Company, who charge their regular rates in addition to the regular passenger rates.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock declared during the year:

	COMMON.	PREFERRED.
January 15, 1888,	1¼	2½
April 15, 1888,	1¼	2½
July 15, 1888,	1¼	2½
October 15, 1888,	1¼	2½
Total,	5	10

Paid in dividends, cash, \$1,812,582 85

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	63	63	1	19	64	63
Employees,	10	1	8	15	18	20
Others, . . . . .	.....	.....	41	15	41	15
Total,	73	64	50	34	123	98

LEWISBURG AND TYRONE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. N. DuBarry,	President,	Philadelphia, Pa.
James R. McClure,	Secretary and Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
G. B. Roberts,	Philadelphia, Pa.	James P. Coburn,	Aaronsburg, Centre Co., Pa.
Edmund Smith,	Philadelphia, Pa.	S. C. Stewart,	Tyrone, Blair, Co. Pa.
Wistar Morris,	Philadelphia, Pa.		
Vacancy.			

Date of annual meeting for election of directors, first Monday of May.

GENERAL INFORMATION.

Name of Road : Lewisburg and Tyrone Railroad,

By whom operated : Pennsylvania Railroad Company.

By what authority : Under lease of January 1, 1880.

The general offices of the company are located at No. 233 South Fourth street, Philadelphia, Pa.

For information concerning this report address James R. McClure, Secretary and Treasurer, No. 233 South Fourth street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Lewisburg and Tyrone Railroad Company was organized December 31, 1879, under the act of the Legislature of Pennsylvania of April 8, 1861, and its supplements, by filing with the Secretary of the Commonwealth on the 8th day of January, A. D. 1880, a certificate of purchase of the Lewisburg, Centre and Spruce Creek Railroad, and its reorganization under the name of the Lewisburg and Tyrone Railroad Company.

The Lewisburg, Centre and Spruce Creek Railroad Company was organized by acts of Assembly April 12, 1853 : March 3, 1854 ; April 4, 1856 ; March 21, 1859 ; March 23, 1865 ; February 19, 1868 ; February 9, 1870 ; March 2, 1870 ; March 14, 1870 ; April 15, 1871 ; March 27, 1872 ; March 18, 1873.

CAPITAL STOCK.

Amount authorized by law,	\$1,200,000 00
Amount authorized by votes of company,	1,200,000 00
Amount now paid in, common,	1,200,000 00
Number of shares issued,	24,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$330,000 00
Unfunded debt as per last report,	330,000 00
Total cash realized from capital stock and debt,	<u>\$1,530,000 00</u>

COST.

Costs of roads owned to December 31, 1887,	\$1,562,107 67
Cost of additions for the year ending December 31, 1888,	5 62
Total cost of road owned to date,	<u>\$1,562,113 29</u>
Total cost of roads,	1,562,113 29
Proportion of same for Pennsylvania,	<u>1,562,113 29</u>

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Tyrone to Fairbrook, 19.90; Montandon to Lemont, 57.60,	77.50	77.50
Length of single main track,	77.50	77.50
BRANCHES.		
Scotia Branch, from Fairbrook to { Length of road,	5.26	5.26
Scotia, { Length of single track,	5.26	5.26
Juniata Branch, from Juniata Junction to Juniata, length of single track,	2.08	2.08
SUMMARY,		
Length of main line,	77.50	77.50
Length of branches owned by the company,	7.34	7.34
Total length of all roads owned, leased and operated,	84.84	84.84
Length of sidings and other tracks not above enumerated,	8.64	8.64
Length of all tracks,	<u>93.48</u>	<u>93.48</u>

GAUGE.

Gauge of lines,	4ft. 9 ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	40.31	40.31
Miles of track laid with iron rail on lines owned, leased or operated, .	53.17	53.17

Weight of rail per yard, { Steel,	40 to 67 lbs.
{ Iron,	45 to 60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 81.65; in Pennsylvania,	81.65
Number of miles of wire, 85.65; in Pennsylvania,	85.65

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	53
Wooden bridges, number of, 42; aggregate length,	1,650 feet
Wooden trestles, number of, 11; aggregate length,	1,206 feet
Total length of bridges and trestles,	<u>2,856 feet</u>

CHARACTERISTICS OF ROAD—CONTINUED.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth :
Shamokin, Sunbury and Lewisburg Railroad, at Lewisburg, Pa.

Number of crossings of highways at grade, in this Commonwealth,	82
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	5
Number of grade crossings at which gates or flagmen are maintained,	0
Number of grade crossings at which there are neither gates nor flagmen,	82

Statement of regulations governing employes in regard to these crossings : Flagmen and gatemen at the approach of trains must give timely warning to all persons approaching crossings, and whistles should be sounded one-fourth mile from crossing, and bell rung until crossing is passed.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 15 ; freight, 15,	15	15
Number of stations on branches, passenger, 1 ; freight, 1,	1	1
Number of engine houses and shops owned by the company,	2	2
Number of fuel and water stations on main line,	6	6
Number of fuel and water stations on branches,	2	2
Number of tunnels on all lines owned by the company,	2	2
Aggregate length of tunnels,	518 ft.	518 ft.

Material of foundation upon which track is laid : Stone and gravel ballast and white oak ties.

The Lewisburg and Tyrone Railroad is leased to the Pennsylvania Railroad Company for the term of ninety-nine years from and after the first day of January, 1880, to whom you are referred for information relative to the operation of the road.

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Land or land damages,	\$5 62
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GENERAL BALANCE SHEET, 1888.

ASSETS.	
Construction,	\$1,447,027 43
Right of way and real estate,	115,085 83
Individual and companies,	46,536 67
Cash,	18 89
	<u>\$1,608,668 85</u>
LIABILITIES.	
Capital stock,	\$1,200,000 00
Unfunded debt,	330,000 00
Profit and loss,	78,668 85
	<u>\$1,608,668 85</u>

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	\$18,669 28
Surplus at commencement of the year,	59,999 57
Total surplus,	<u>\$78,668 85</u>
Surplus invested as follows :	
Cash,	\$18 89
Balance of accounts due company,	46,536 67
Other items, paid on account of unfunded debt,	32,113 29

LIGONIER VALLEY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

DIRECTORS.

NAMES.	OFFICES.	RESIDENCES.
Hon. Thos. Mellon,	President,	Pittsburgh.
A. W. Mellon,	Secretary,	Pittsburgh.
R. B. Mellon,	Treasurer,	Pittsburgh.
J. R. Mellon,	Auditor,	Pittsburgh.
T. A. Mellon,	General Manager,	Pittsburgh.
Geo. Seuft,	General Superintendent,	Ligonier.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Thos. Mellon,	Pittsburgh.	A. W. Mellon,	Pittsburgh.
T. A. Mellon,	Pittsburgh.	Geo. Seuft,	Ligonier.
J. R. Mellon,	Pittsburgh.	R. B. Mellon,	Pittsburgh.
W. S. Mitchell,	Pittsburgh.		

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : Ligonier Valley Railroad.

By whom operated : Ligonier Valley Railroad Company.

By what authority : State of Pennsylvania.

The general offices of the company are located at Pittsburgh.

For information concerning this report, address R. B. Mellon, Treasurer, Smithfield street, Pittsburgh, Pa.

How are the passenger cars on your road heated, lighted and ventilated ? Heated with stoves and lighted with lamps, and ventilated by deck sash.

CAPITAL STOCK.

Amount authorized by law,	\$150,000 00
Amount authorized by votes of company,	150,000 00
Amount subscribed,	150,000 00
Amount now paid in, common,	150,000 00
Number of shares issued,	3,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due April 1, 1907 ; bear interest at 5 per cent., which is payable January 1 and October 1), amount,	\$75,000 00
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UNFUNDED DEBT.

Total amount of funded and unfunded debt,	\$75,000 00
Funded debt as per last report,	\$75,000 00

COST.

Cost of road and equipment per mile (of road owned by company),	
10½ miles,	\$23,173 95
Total cost of roads and equipment,	243,319 19

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Latrobe to Ligonier,	10.50	10.50
Length of single main track,	10.50	10.50
SUMMARY.		
Length of main line,	10.50	10.50
Total length of all roads owned, leased and operated,	10.50	10.50
Length of sidings and other tracks not above enumerated,	3.50	3.50
Length of all tracks,	14.00	14.00

GAUGE.

Gauge of lines,	4 ft. 9 ins.
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TRACK.

Miles of track laid with steel rail on lines owned, leased or operated,	13.50
Miles of track laid with iron rail on lines owned, leased or operated,	.50
Weight of rail per yard. { Steel,	56 lbs.
{ Iron on sidings,	35 lbs.

TELEGRAPH LINES.

Length of lines in miles in Pennsylvania,	10.50
Number of miles of wire in Pennsylvania,	21.00

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	3
Wooden bridges, number of, 3 ; aggregate length,	137 feet.

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth,	16
Number of crossings at which there are neither gates nor flagmen, .	16

Statement of regulations governing employ  es in regard to these crossings: The engine whistle is sounded two long and two short blasts from a point one-fourth mile distant from crossing, and bell is rung.

STATIONS.

Number of stations on main line : Passenger and freight,	11
Number of engine houses and shops owned by the company,	1
Number of fuel and water stations on main line,	2

Material of foundation upon which track is laid : Broken stone road-bed ; white oak ties, well ballasted.

EQUIPMENT.

Locomotives,	2
Passenger cars, first class,	2
Passenger cars, second class,	2
Total passenger cars,	4
Freight cars, 8-wheel,	8
Hand cars and hand trucks,	4

CHARACTERISTICS OF ROAD—CONTINUED.

Train brake in use : Eames' Vacuum and Westinghouse on engines ; same on passenger cars, and common hand brake.

Average number of cars in passenger trains, including mail, express and baggage cars,	3
Average number of cars in freight trains,	13

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	25
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DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Total number of miles run by passenger, freight and coal trains, . .	25,000
Number of passengers carried one mile in Pennsylvania,	533,314
Number of tons of 2,000 pounds of through and local freight for the year on main road,	71,026
Gross amount of tonnage for the year (2,000 pounds per ton,) . . .	71,026
Average rate of speed adopted by ordinary passenger, express and freight trains, including stops (miles per hour), mixed,	15

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal and coke, . . .	1,107	Live stock,	343
Railroad iron, other iron or cast-ings, iron and other ores, . . .	2,567	Lumber,	5,166
Stone and lime,	56,982	Other articles,	2,060
Agricultural products,	315	Total,	71,020
Merchandise and manufactures,	2,486		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal, and for local freight and coal, per ton per mile, average,	20 cents.
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EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888, . . .	917	9,170	\$397 25	2,185	8,272	\$372 55	3,102	17,442	\$769 80
February, 1888, . . .	1,018	10,180	457 40	2,353	9,488	392 75	3,371	19,668	850 15
March, 1888, . . .	1,045	10,450	476 25	2,240	9,995	448 10	3,285	20,445	924 35
April, 1888, . . .	1,022	10,220	464 50	1,510	6,736	310 05	2,532	16,956	774 55
May, 1888, . . .	1,037	10,370	476 45	2,683	11,566	463 00	3,720	21,936	939 45
June, 1888, . . .	1,128	11,280	502 60	3,740	19,667	600 20	4,868	30,947	1,102 80
July, 1888, . . .	1,159	11,590	526 95	9,554	60,308	1,281 27	10,713	71,898	1,808 22
August, 1888, . . .	1,682	16,820	635 05	13,570	87,331	1,502 12	15,252	104,151	2,137 17
September, 1888, . . .	2,315	23,150	750 05	7,391	52,014	998 97	9,706	75,164	1,749 02
October, 1888, . . .	2,229	22,290	762 90	9,873	72,260	1,373 60	12,102	94,550	2,136 50
November, 1888, . . .	2,295	22,950	642 75	2,856	16,426	510 84	5,151	39,376	1,153 59
December, 1888, . . .	1,330	13,300	560 60	1,887	7,481	337 45	2,997	20,781	1,898 05
Total, . . .	17,177	171,770	\$6,652 75	59,622	361,544	\$8,590 90	76,799	533,314	\$15,243 65

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through and first-class way passengers, average, 2.86 cents.

EARNINGS FOR THE YEAR—CONTINUED.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	AMOUNT.
January, 1888,	3,511	\$812 80
February, 1888,	1,673	731 92
March, 1888,	2,533	943 05
April, 1888,	4,675	1,222 80
May, 1888,	6,633	1,271 57
June, 1888,	9,173	1,905 58
July, 1888,	6,960	1,352 64
August, 1888,	5,776	1,226 36
September, 1888,	7,343	1,349 17
October, 1888,	13,970	2,007 35
November, 1888,	6,441	1,152 36
December, 1888,	2,338	667 86
Total,	71,026	\$14,640 46

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	MISCELLA- NEOUS.	TOTALS.
January, 1888,	\$115 42	\$4 80	. . . . .
February, 1888,		8 40	. . . . .
March, 1888,		8 00	. . . . .
April, 1888,	115 42	50	. . . . .
May, 1888,		1 75	. . . . .
June, 1888,		7 75	. . . . .
July, 1888,		2 50	. . . . .
August, 1888,	115 42	16 50	. . . . .
September, 1888,		8 10	. . . . .
October, 1888,		3 15	. . . . .
November, 1888,	115 42	5 00	. . . . .
December, 1888,		6 60	. . . . .
Total,	\$461 68	\$73 05	\$534 73

RECAPITULATION.

Total passenger earnings for the year,	\$15,243 65
Total freight earnings for the year,	14,640 46
Total earnings from all other sources,	534 73
Total earnings for the year,	\$30,418 84
Total receipts from all sources on whole length of line,	30,418 84

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

New locomotives,	\$517 70
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EXPENDITURES FOR OPERATING DURING THE YEAR.
CONDUCTING TRANSPORTATION.

Agents and clerks,	\$1,196 09
Brakemen and conductors,	1,817 72
Cars, cleaning, oiling and lighting,	91 61
Car furniture and fixtures,	9 18
Car service,	10 00
Expenses of stations, except labor,	48 48
Heating cars,	50 00
Heating stations,	50 00
Incidentals,	135 09
Insurance,	19 00
Stations, repairs of, and furniture for,	647 13

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

Taxes, State,	637 08
Teaming,	240 00
Telegraph expenses,	69 23
Watchmen,	118 94
Total,	<u>\$5,139 55</u>

MOTIVE POWER.

Enginemen and firemen, passenger and freight,	\$1,843 87
Engine houses and machine shops, etc., repairs of,	1,132 84
Fuel for locomotives,	663 97
Incidentals,	1 75
Locomotives, repairs of,	292 83
Oil for locomotives, sand and waste,	171 53
Water, wood and coal stations, expenses and repairs of,	59 68
Total,	<u>\$4,166 49</u>

MAINTENANCE OF WAY.

Ballast,	\$493 02
Bridges, repairs of,	142 12
Cross-ties,	611 90
Frogs and switches,	681 93
Incidentals,	440 62
Rails, steel, spikes and splices, bars and bolts,	790 99
Road-bed, repairs of, labor and material,	535 62
Snow and ice, removing,	30 83
Tools and repairs of tools,	95 93
Track, repairing,	2,224 21
Total,	<u>\$6,050 78</u>

MAINTENANCE OF CARS.

Cars, repairs of freight,	\$22 26
Cars, repairs of passenger, baggage, express and postal,	86 57
Total,	<u>\$108 83</u>

GENERAL EXPENSES.

Advertising, stationery and printing,	\$426 35
Incidentals and legal expenses,	664 32
Salaries of president and other officers,	1,800 00
Total,	<u>\$2,890 67</u>

EARNINGS—SUMMARY.

Passenger transportation, local, \$8,590.90; through, \$6,652.95; total,	\$15,243 65
Freight transportation, local and through,	14,640 46
Mail service,	461 68
Miscellaneous,	73 05
Total,	<u>\$30,418 84</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$5,139 55
Motive power,	4,166 49
Maintenance of way,	6,050 78
Maintenance of cars,	108 83
General expenses,	2,890 67
Total operating expenses,	<u>\$18,356 37</u>

EXPENSES—SUMMARY—CONTINUED.

Expenditures charged to cost of road, real estate and equipment during the year,	\$517 70
Total expenditures during the year,	<u>\$18,874 07</u>
Operating expenses, 60.48 per cent. of earnings.	
Earnings per mile of road operated,	\$2,896 99
Expenses per mile of road operated,	1,748 22
Net earnings,	<u>1,148 77</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Construction, equipment, etc.,	\$233,780 89
Real estate,	9,538 30
Cash,	294 82
Total,	<u>\$243,614 01</u>
LIABILITIES.	
Capital stock,	\$150,000 00
First mortgage bonds,	75,000 00
Profit and loss,	18,614 01
Total,	<u>\$243,614 01</u>

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service : \$115.42 per quarter for two mails per day each way.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year : One dividend out of the earnings of 1888, cash, 5 per cent., payable forthwith.

Paid in dividends, cash,	\$7,500 00
Balance for the year, or surplus,	294 82
Surplus at commencement of the year,	<u>7,339 85</u>

Surplus invested as follows : The amount in 1887 of surplus or contingent fund, \$7,339.85, was invested in a new locomotive to replace one worn out, and depreciation on others charged to profit and loss.

LITTLE SAW MILL RUN RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Jehu Haworth,	President,	Pittsburgh, Pa.
C. S. Fetterman,	Secretary,	Pittsburgh, Pa.
Jacob Henrici,	Treasurer,	Economy.
Thomas Hartley,	General Manager,	Banksville.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Jehu Haworth,	Pittsburgh, Pa.	Edwin H. Stowe,	Sewickley, Pa.
Jacob Henrici,	Economy, Pa.	John R. Neeld,	Banksville, Pa.
Henry Hice,	Beaver, Pa.	George S. Carnahan,	Banksville, Pa.
George Kirschbaum,	Economy, Pa.		

GENERAL INFORMATION.

Name of road : The Little Saw Mill Run Railroad Company.
By whom operated : The Little Saw Mill Run Railroad.
By what authority : By an act of April 15, 1850.
The general offices of the company are located at Pittsburgh, Pa.
For information concerning this report, address The Little Saw Mill Run Railroad Company, Pittsburgh, Pa.
How are the passenger cars on your road heated, lighted and ventilated ? Heated with coal stoves, lighted with oil lamps, window ventilation on roof.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

July 23, 1850. The Little Saw Mill Railroad Company. April 1, 1853, the road was completed and commenced running.

CAPITAL STOCK.

Amount authorized by law,	\$250,000 00
Amount authorized by votes of company,	200,000 00
Amount subscribed,	144,375 00
Number of shares issued,	3,775
Amount paid in on each share, 2,000 at \$50 ; 1,775 at \$25,	144,375 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due 1902 ; bear interest at 6 per cent., which is payable semi-annually), amount,	\$178,500 00
Total cash realized from capital stock and debt,	322,875 00

COST.

Cost of roads and real estate owned to December 31, 1887,	\$191,642 61
Total cost of roads owned to date,	191,642 61
Average of same per mile of road laid,	63,547 53
Average of same per mile of single track,	63,547 53
Proportion of same for Pennsylvania,	191,642 61
Cost of equipment owned to December 31, 1887,	\$159,637 14
Total cost of equipment owned,	159,637 14
Average cost of equipment per mile of road owned by the company,	53,212 38
Average cost of equipment per mile of road operated by company,	53,212 38
Proportion of same for Pennsylvania,	159,637 14
Cost of road and equipment per mile (of road owned by company),	117,093 25
Proportion of same for Pennsylvania,	351,279 75
Total cost of roads and equipment,	351,279 75
Proportion of same for Pennsylvania,	351,279 75

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh to Banksville,	3.00	3.00
SUMMARY.		
Length of main line,	3.00	3.00
Total length of all roads owned, leased and operated,	3.00	3.00
Length of siding and other tracks not above enumerated,	1.50	1.50
Length of all tracks,	4.50	1.50

GAUGE.

Gauge of lines,	4 ft. 8½ in.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	3.00	3.00
Miles of track laid with iron rail on lines owned, leased or operated,	1.50	1.50

Weight of rail per yard, { Steel,	52.6, 53, 56 lbs
{ Iron,	56 lbs

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	300 feet
Wooden bridges, number of, 4; aggregate length,	1,800
Wooden trestles, number of, 3; aggregate length,	2,160
Total length of bridges and trestles,	2,160

CROSSINGS.

Railroads crossing lines owned by the company either over or under grade in this Commonwealth: Pittsburgh, Cincinnati and St. Louis Railroad, at Pittsburgh, over	
Pittsburgh and Lake Erie Railroad, at Pittsburgh, under.	
Number of crossings of highways at grade, in this Commonwealth,	
Number of crossings of highways under railroad,	
Number of crossings at which gates or flagmen are maintained,	
Number of crossings at which there are neither gates nor flagmen,	

CHARACTERISTICS OF ROAD—CONTINUED.

Statement of regulations governing employes in regard to these crossings: Whistle is blown when approaching crossings and bell is rung until locomotive has passed over.

STATIONS.	TOTAL.	IN PENN ^a A.
Number of stations on main line, passenger,	4	4
Number of engine houses and shops owned by the company,	2	2
Number of fuel and water stations on main line,	1	1
Value of real estate held by the company, exclusive of roadway, . .	\$61,891 32	\$61,891 32

Material of foundation upon which track is laid: Coal slack and clay ballast.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	4	\$5,645 25
Passenger cars, second class, combination,	1	2,000 00
Freight cars, 8-wheel,	224	450 00
Freight cars, 4-wheel,	74	158 00
Total freight cars,	298	...
Cars roadway department, 4-wheel,	2	50 00
Hand cars and hand trucks,	2	15 00

Train brake in use: On locomotives and tender, Eames' vacuum brake; on cars common hand brake.
 Average number of cars in freight trains, 4-wheel basis, 35
 Average weight of freight trains, including locomotive and tender, in working order, in tons, 180

EMPLOYES.

Average number of persons regularly employed by company, including officials, 32
 Same in Pennsylvania, 32

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains, 6,594
 Number of miles run by freight and coal trains, 14,130
 Total number of miles run, 20,724
 Number of passengers carried one mile in Pennsylvania, 108,990
 Net cost per mile for each passenger carried: Passenger car run with coal trains, cannot give cost.
 Number of tons of 2,000 pounds of through freight for the year on main road, 223,028.301
 Number of tons of 2,000 pounds of local freight for the year, 223,028.301
 Number of tons of freight carried one mile, 74,342.767
 Number of tons of freight carried one mile in Pennsylvania, 74,342.767
 Gross amount of tonnage for the year (2,000 pounds per ton), 223,028.301
 Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour), 15
 Average rate of speed adopted by freight trains, including stops (miles per hour), 6 to 10

DOINGS OF THE YEAR—CONTINUED.

THE AMOUNT OF FREIGHT IN TONS OF 2,000 POUNDS.

Bituminous coal and coke,	220,848.301
Other articles,	2,180.000
Total,	223,028.301

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through and local coal, per ton per mile,	5.55 cents
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
January, 1888,	3,074	549	\$173 35
February, 1888,	2,551	549	151 15
March, 1888,	2,943	549	165 50
April, 1888,	2,427	549	185 25
May, 1888,	2,478	549	169 28
June, 1888,	2,579	549	180 05
July, 1888,	2,163	549	153 95
August, 1888,	2,808	549	197 02
September, 1888,	3,486	549	243 28
October, 1888,	5,002	555	269 60
November, 1888,	3,533	549	209 15
December, 1888,	3,286	549	211 08
Total,	36,330	6,594	\$2,308 66

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE AS FOLLOWS:

For first-class through passengers, per trip, 10 cents; 20 trip ticket, $6\frac{1}{2}$ cents; 30 trip ticket, $4\frac{1}{6}$ cents; 40 trip ticket, $3\frac{1}{8}$ cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	MILES.	AMOUNT.
January, 1888,	15,830.1116	1,177	\$3,085 65
February, 1888,	17,614.0754	1,177	3,569 54
March, 1888,	19,147.0914	1,177	3,687 97
April, 1888,	19,024.1972	1,177	3,437 89
May, 1888,	13,529.0346	1,177	2,645 27
June, 1888,	12,391.0089	1,177	2,703 82
July, 1888,	18,895.0304	1,177	3,486 43
August, 1888,	20,342.0387	1,177	3,809 62
September, 1888,	24,713.0292	1,177	4,349 76
October, 1888,	27,032.1788	1,183	5,057 27
November, 1888,	19,788.0419	1,177	3,834 91
December, 1888,	14,711.1910	1,177	2, 31 37
Total,	223,028.0000	14,130	\$42,269 50

No mileage account kept, the miles are approximated.

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

Jannary, 1888,	\$324 46
February, 1888,	366 08
March, 1888,	336 00
April, 1888,	397 75
May, 1888,	438 50
June, 1888,	810 53
July, 1880,	526 40
August, 1888,	466 96
September, 1888,	781 59
October, 1888,	565 32
November, 1888,	499 90
December, 1888,	1,115 82
Total,	\$6,629 31

RECAPITULATION.

Total passenger earnings for the year,	\$2,308 66
Total freight earnings for the year,	42,269 50
Total earnings from all other sources,	6,629 31
Total earnings for the year,	\$51,207 47
Total receipts from all sources on whole length of line,	51,207 47
Proportion of earnings in Pennsylvania to earnings of whole line,	51,207 47

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Brakemen,		\$1,999 44	\$1,999 44
Heating cars,	\$14 67		14 67
Labor at coal tipples,		3,480 73	3,480 73
Stationery and printing,		112 25	112 25
Taxes, State,		766 73	766 73
Telephone expenses,		370 00	370 00
Watchmen,		5 4 25	504 25
Wharves and landings, repairs of,		221 33	221 33
Wrecks, clearing,		409 25	409 25
Total,			\$7,878 65
MOTIVE POWER.			
Enginemen and firemen, freight,		\$2,894 79	\$2,894 79
Engine houses and machine shops, etc., repairs of,		67 15	67 15
Fuel for locomotives,		935 16	935 16
Locomotives, repairs of,		1,210 65	1,210 65
Oil for locomotives,		109 82	109 82
Sand for locomotives,		124 69	124 69
Tallow for locomotives,		151 00	151 00
Taxes on engine houses and shops,		56 38	56 38
Tools and machinery, repairs of,		282 61	282 61
Waste for locomotives,		67 16	67 16
Watchmen,		472 50	472 50
Water, wood and coal stations, expenses and repairs of,		934 86	934 86
Total,		\$7,306 77	\$7,306 77
MAINTENANCE OF WAY.			
Bridges, repairs of,		\$3,194 68	\$3,194 68
Cross-ties,		443 08	443 08
Road-bed, repairs of, labor and material,		2,718 99	2,718 99
Spikes,		70 30	70 30
Splices,		170 37	170 37
Taxes on real estate for road,		90 20	90 20
Tools and repairs of tools,		324 81	324 81
Total,		\$7,012 43	\$7,012 43

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MAINTENANCE OF CARS.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Car shops and sheds, repairs of,		\$41 93	\$41 93
Cars, repairs of freight,		10,362 99	10,362 99
Incidentals,		64 84	64 84
Oil, tallow, waste, etc.,		343 79	343 79
Tools and repairs of tools,		302 57	302 57
Total,		\$11,116 12	\$11,116 12
GENERAL EXPENSES.			
Clerks,		\$800 00	\$800 00
Incidentals and legal expenses,		330 97	330 97
Insurance on shops and machinery,		205 00	205 00
Salaries of president and other officers,		1,530 00	1,530 00
Taxes on real estate,		990 88	990 88
Total,		\$3,856 85	\$3,856 85

EARNINGS—SUMMARY.

Passenger transportation, through,	\$2,308 66
Freight transportation, through,	42,269 50
Miscellaneous,	6,629 31
Total,	\$51,207 47

EXPENSES—SUMMARY.

Conducting transportation,	\$7,878 65
Motive power,	7,306 77
Maintenance of way,	7,012 43
Maintenance of cars,	11,116 12
General expenses,	3,856 85
Total operating expenses,	\$37,170 82
Total expenditures during the year,	37,170 82

Operating expenses, 72.5 per cent. of earnings.

Earnings per mile of road operated,	\$17,069 15 ³ / ₄
Expenses per mile of road operated,	12,556 94
Net earnings,	4,512 21 ³ / ₄

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$129,751 29
Real estate,	61,891 32
Equipment,	159,637 14
P. C. and Y. Railroad stock,	50,000 00
Current accounts,	13,830 45
Cash,	3,674 82
	\$418,785 02

LIABILITIES.

Capital stock,	\$144,375 00
Mortgage bonds,	178,500 00
Profit and loss,	95,910 02
	\$418,785 02

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	\$17,505 27
Surplus at commencement of the year,	13,212 00
Total surplus,	<u>\$30,717 27</u>

Surplus invested as follows :

Cash,	\$3,674 82
Balance of accounts due company,	13,830 45
Material, fuel and stores,	2,502 00
Other items, interest on bonds,	10,710 00
	<u>\$30,717 27</u>

ACCIDENTS TO PERSONS.

Employés injured, from causes beyond their own control,	<u>1</u>
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LITTLE SCHULKILL NAVIGATION RAILROAD AND COAL COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Daniel R. Bennett,	President,	Wyncote, Pa.
Joseph Lapsley Wilson,	Secretary and Treasurer, . .	Overbrook, Pa.

DIRECTORS.

NAMES OF MANAGERS.	RESIDENCES.	NAMES OF MANAGERS.	RESIDENCES.
George W. Steever, . . .	Philadelphia, Pa.	Henry Handy,	Philadelphia, Pa.
Charles D. Reed,	Philadelphia, Pa.	Thomas McKean,	Philadelphia, Pa.
Carroll S. Tyson,	Philadelphia, Pa.	George R. Justice, . .	Philadelphia, Pa.

Date of annual meeting for election of managers: Second Wednesday in January.

GENERAL INFORMATION.

Name of road: Little Schuylkill Navigation Railroad and Coal Company.

By whom operated: Philadelphia and Reading Railroad Company.

By what authority: Lease for 93 years from July 7, 1838.

The general offices of the Company are located at Philadelphia.

For information concerning this report, address 410 Walnut street.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated under acts of Assembly, State of Pennsylvania, February 20, 1826, "to make a lock navigation on the east branch of the river Schuylkill, called Little Schuylkill," with supplements, April 10, 1826, to purchase lands; March 20, 1827, additional lands; April 14, 1828, to make a railroad; April 23, 1829, title "Little Schuylkill Navigation Railroad and Coal Company;" September 14, 1829, letters patent; December 1, 1831, commissioners appointed November 14, 1830, having "reported 22½ miles made and perfected in a complete and workmanlike manner;" licensed to collect tolls and duties, 1832, fixing rates, etc.; April 8, 1833, extension time for building extension of railroad, etc.; June 15, 1836, to change locations of public road, etc.; March 29, 1837, time for building extension of railroad extended; March 31, 1837, power given to relinquish the privilege of extending railroad to Reading, Pa.; March 30, 1842, time for extending railroad; April 7, 1846, time for extending railroad; March 8, 1847, time for extending railroad; April 2, 1863, authority to sell lands. July 7, 1868, the railroad of this company was leased to Philadelphia and Reading Railroad Company for ninety-three years. The lessee pays a fixed annual rental for the use of the whole plant, and operates it as a part of lessee's system.

CAPITAL STOCK.

Amount now, common,	\$2,487,850 00
Number of shares issued,	49,757
Par value of each share,	50 00

COST.

Total cost of roads owned to date of lease, July 7, 1868,	\$1,416,187 00
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CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Port Clinton to Tamanend, in Pennsylvania, miles,	28 10
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BRANCHES.

Panther Creek branch, from Tamaqua to Greenwood, length of single track, in Pennsylvania, miles,	1.50
Wabash Creek branch, from Tamaqua to New Kirk, length of single track, in Pennsylvania, miles,	1.50

LEASED ROADS.

East Mahanoy Railroad, from East Mahanoy Junction to Waste House Run, length of single track, in Pennsylvania, miles, . . .	7.56
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Branches.

Tamanend branch, from East Mahanoy tunnel to Nesquehoning Valley Railroad, length of single track, in Pennsylvania, miles, . . .	3.40
Oak Hollow branch, length of single track, in Pennsylvania, miles, . . .	1.57
Hillside Colliery branch, length of single track, in Pennsylvania, miles, . . . . .	.40
Schuyikill Colliery branch, length of single track, in Pennsylvania, miles, . . . . .	.92
North Mahanoy Colliery branch, length of single track, in Pennsylvania, miles, . . . . .	.24

SUMMARY.

Length of main line, in Pennsylvania, miles,	28.10
Length of branches owned by the company, in Pennsylvania, miles,	3.00
Length of leased roads,	14.19
Total length of all roads owned and leased,	45.2

GAUGE.

Gauge of lines,	4 ft. 8½ in.
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EMPLOYES.

In Pennsylvania,	2
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GENERAL EXPENSES.

Advertising, attendants, stationery and blanks, fuel and light, incidentals and legal expenses, office expenses, repairs and furniture,	\$815 71
Salaries of president and other officers,	3,200 00
Taxes in real estate,	107 42
Total,	\$4,123 13

EARNINGS—SUMMARY.

Rentals,	\$215,509 00
Interest,	9,049 49
Total,	\$224,558 49

EXPENSES—SUMMARY.

Lease of East Mahanoy Railroad,	\$30,282 00
General expenses,	4,123 13
Total expenditures during the year,	\$34,405 13
Net earnings,	190,153 30

GENERAL BALANCE SHEET, 1888.

ASSETS.

Railroad and lands,	\$2,405,943 70
Stocks and bonds,	106,756 60
Cash, etc.,	99,836 90
	\$2,612,537 30

LIABILITIES.

Capital stock,	\$2,487,850 00
Balances due,	12,388 30
Profit and loss,	112,299 00
	\$2,612,537 30

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: January 2, 1888, 3½ per cent. ; July 2, 1888, 5 per cent.

Paid in dividends, cash,	\$211,467 25	
State tax,	10,573 36	
		\$222,040 61
Surplus at commencement of the year,		144,186 20
Total surplus divided during the year,		31,887 20
Surplus invested as follows :		
Cash and loans,	\$81,427 86	
Balance of accounts due company,	30,871 16	
		112,299 00

LITTLESTOWN RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Wm. McSherry,	President,	Littlestown, Pa.
John S. Young,	Vice President,	Hanover, Pa.
George Stonesifer,	Secretary and Treasurer, . .	Littlestown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George Stonesifer, . . .	Littlestown, Pa.	John S. Young,	Hanover, Pa.
Joseph L. Shorle, . . .	Littlestown, Pa.	W. L. Small,	York, Pa.
George Klinefelter, . . .	Hanover, Pa.		

Date of annual meeting for election of directors: First Monday of May in each year.

GENERAL INFORMATION.

Name of road: The Littlestown Railroad.

By whom operated: Pennsylvania Railroad Company.

By what authority: Under agreement and lease for 999 years, dated the 8th day of April, A. D. 1875.

The general offices of the company are located at Littlestown, Pa.

For information concerning this report, address Wm. McSherry, Littlestown, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was incorporated by act of Assembly of Pennsylvania, approved February 17, 1854. Letters patent granted December 12, 1856. Road commenced being built July 4, 1857, finished July 1, 1858, between Littlestown and Hanover, about seven and one-fourth miles in length.

On the 28th day of April, A. D. 1864, this road and its franchises were sold by the trustee named in the mortgage, given to secure the holders of the mortgage bonds of the company, and purchased by the first and second mortgage bond-holders, and others interested in the road, and a new company was organized under the name of the Littlestown Railroad Company on the 10th day of June, 1864.

On the 8th day of April of this same year an act of the Legislature of Pennsylvania, approved by the Governor, gave authority to the company to extend the road from Littlestown, Pa., to the Pennsylvania and Maryland State line, a distance of two miles, making the entire length of the road from Hanover to the State line, 9.30 miles. This extension was commenced July 1, 1870, and finished July, 1871. On the 8th day of April, 1875, the Littlestown Railroad was leased to the Pennsylvania Railroad Company for 999 years. Under this lease the Pennsylvania Railroad Company has entire charge and control of the Littlestown Railroad, furnishing all labor and equipments of every character, making all repairs. If after payment of expenses any surplus remains, it is to be paid over to the Littlestown Railroad Company.

CAPITAL STOCK.

Amount authorized by law,	\$75,000 00
Amount authorized by votes of company,	40,000 00
Amount subscribed,	53,750 00
Amount now paid in, common,	34,850 00
Number of shares issued,	697
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

\$40,000.00 bonds (due January 1, 1890; bear interest at 5 per cent., which is payable June and December), amount,	\$40,000 00
Total amount of funded debt,	\$40,000 00

UNFUNDED DEBT.

Debt incurred for any other purpose, and for what:	
Incurred for money advanced by the Hanover and York Railroad Company, to pay coupons on funded debt,	\$15,265 50
Total amount of unfunded debt,	15,265 50
Total amount of funded and unfunded debt,	\$65,265 50
Funded debt as per last report,	\$40,000 00
Unfunded debt as per last report,	15,265 50

COST.

Cost of roads owned to date of lease to Pennsylvania Railroad Company,	\$115,616 00
Average of same per mile of road laid,	12,431 82
Proportion of same for Pennsylvania,	12,431 82

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Hanover, Pa., to Pennsylvania and Maryland line,	9.30 miles.
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GAUGE.

Gauge of lines,	4 ft. 9 in.
Weight of rail per yard, steel,	50 and 60 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	4
Wooden bridges, aggregate length,	176 feet.

CROSSINGS.

Number of crossings of highways, at grade, in this Commonwealth, . .	7
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	1
Number of crossings at which there are neither gates nor flagmen, .	7

STATIONS.

Number of stations on main line, passenger and freight,	2
Number of engine houses and shops owned by the company,	1
Number of fuel and water stations on main line,	1
Value of real estate held by the company, exclusive of roadway, . .	\$2,000 00

CHARACTERISTICS OF ROAD—CONTINUED.

Material of foundation upon which track is laid: On cross-ties of wood resting on stone ballast and earth.

EQUIPMENT.

Furnished by Pennsylvania Railroad Company.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

December, 1887,	\$581 69
January, 1888,	454 93
February, 1888,	426 69
March, 1888,	524 27
April, 1888,	529 62
May, 1888,	508 64
June, 1888,	533 43
July, 1888,	1,015 03
August, 1888,	1,147 77
September, 1888,	752 22
October, 1888,	643 32
November, 1888,	451 49
Total,	<u>\$7,569 10</u>

FROM TRANSPORTATION OF FREIGHT.

December, 1887,	\$839 55
January, 1888,	553 80
February, 1888,	629 68
March, 1888,	877 78
April, 1888,	821 41
May, 1888,	852 21
June, 1888,	907 18
July, 1888,	850 31
August, 1888,	1,268 18
September, 1888,	1,388 14
October, 1888,	1,363 43
November, 1888,	933 25
Total,	<u>\$11,284 92</u>

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
December, 1887,	\$41 00	\$50 63		
January, 1888,	40 00	50 62		
February, 1888,	40 00	50 62		
March, 1888,	40 00	50 63		
April, 1888,	40 00	50 62		
May, 1888,	40 00	50 62		
June, 1888,	40 00	50 63		
July, 1888,	40 00	50 62		
August, 1888,	40 00	50 62		
September, 1888,	40 00	50 63		
October, 1888,	40 00	50 63		
November, 1888,	40 00	50 62		
Total,	<u>\$481 00</u>	<u>\$607 49</u>	<u>\$378 04</u>	<u>\$1,466 53</u>

RECAPITULATION.

Total passenger earnings for the year,	\$7,569 10
Total freight earnings for the year,	11,284 92
Total earnings from all other sources,	1,466 53
Total receipts from all sources on whole length of line,	<u>\$20,320 55</u>
Proportion of earnings in Pennsylvania to earnings of whole line,	<u>20,320 5</u>

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$7,569 10
Freight transportation, local and through,	11,284 92
Mail service, \$481.00; express service, \$607.49; miscellaneous, \$378.04; total,	1,466 53
Total,	<u>\$20,320 55</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$5,861 53
Motive power,	4,915 58
Maintenance of way,	5,112 29
Maintenance of cars,	660 10
General expenses, interest on equipment,	820 71
Miscellaneous expenses,	78 49
Total operating expenses,	<u>\$17,448 70</u>
Total expenditures during the year,	<u>\$17,448 70</u>

Operating expenses, 85.8 per cent. of earnings.

Earnings per mile of road operated,	\$2,185 00
Expenses per mile of road operated,	1,876 20
Net earnings,	<u>2,868 05</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction account,	\$115,616 00
Real estate,	2,000 00
Due from other companies,	2,295 94
	<u>\$119,911 94</u>

LIABILITIES.

Capital stock,	\$34,850 00
Mortgage bonds,	40,000 00
Floating debt,	15,265 50
Profit and loss,	29,796 44
	<u>\$119,911 94</u>

LOYAL SOCK RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
E. P. Wilbur,	President,	Bethlehem, Pa.
John R. Fanshawe,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Charles Hartshorne, . .	Philadelphia, Pa.	Henry S. Drinker, . . .	Philadelphia, Pa.
William C. Alderson, . .	Philadelphia, Pa.	William Stevenson, . .	Sayre, Pa.
John R. Fanshawe, . . .	Philadelphia, Pa.	J. Raymond Claghorn, .	Philadelphia, Pa.

GENERAL INFORMATION.

Name of road : Loyal Sock Railroad.

By whom operated : Pennsylvania and New York Canal and Railroad Company.

By what authority : Stock ownership.

The general offices of the company are located at 228 South Third street, Philadelphia, Pa.

For information concerning this report, address John R. Fanshawe, Secretary, 228 South Third street, Philadelphia, Pa.

CAPITAL STOCK.

Amount authorized by law,	\$300,000 00
Amount subscribed,	150,000 00
Amount now paid in, common,	71,623 15

COST.

Cost of roads owned to 1887,	\$51,249 99
Cost of additions for the year ending 1888,	20,373 16
Total cost of roads owned to date, November 30, 1888,	71,623 15
Proportion of same for Pennsylvania,	71,623 15
Cost of road and equipment per mile (of road owned by company),	71,623 15

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

Earnings and operating expenses included in report of Pennsylvania and New York Canal and Railroad Company.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bernice to Lee Settlement road,	8.73	8.73
Length of single main track,	8.73	8.73
SUMMARY.		
Length of main line,	8.73	8.73
Length of sidings and other tracks not above enumerated,	1.63	1.63
Length of all tracks,	10.36	10.36

GAUGE.

Gauge of lines, 4 ft. 8½ in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	9.65	9.65
Miles of track laid with iron rail on lines owned, leased or operated,	0.71	0.71
	10.36	10.36

Weight of rail per yard, steel, 58 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . 1
 Iron bridges, number of 1; aggregate length, 114 feet.

CROSSINGS.

Number of crossings of highways, at grade, in this Commonwealth, 3
 Number of crossings at which there are neither gates nor flagmen, . 3

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	1	1
Number of fuel and water stations on main line,	1	1

Material of foundation upon which track is laid: Oak and hemlock ties, gravel and cinder ballast.

LYKENS VALLEY RAILROAD AND COAL COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
William A. Nash,	President,	Brooklyn, N. Y.
Frederick A. Platt,	Secretary and Treasurer.	Brooklyn, N. Y.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
William A. Nash,	Brooklyn, N. Y.	Francis H. Tows,	New York.
Edward Dunham,	Hastings on Hudson, N. Y.	John W. Hoffman, . . .	Philadelphia.
Frederick A. Platt, . . .	Brooklyn, N. Y.	Isaac H. Platt,	Lakewood, N. J.
		George P. Lawrence, . .	Westport, Conn.

GENERAL INFORMATION.

Name of road : Lykens Valley Railroad and Coal Company.

By whom operated : By the Summit Branch Railroad Company or by its agents.

By what authority : By authority of a lease from the Lykens Valley Railroad and Coal Company!

The general offices of the company are located at 13 William street, New York city.

For information concerning this report, address the Secretary and Treasurer, 13 William street, New York.

How are the passenger cars on your road heated, lighted and ventilated ? Refers to the lessees.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Lykens Valley Railroad and Coal Company was organized and constructed under a charter granted by the Commonwealth of Pennsylvania, dated April 7, 1830, and supplementary acts passed March 30, 1833 ; March 13, 1839 ; April 26, 1850 ; May 3, 1850 ; April 9, 1859, and March 21, 1861.

The Lykens Valley Railroad, from its junction with the Northern Central Railroad, near Millersburg to the tunnel of the Summit Branch Railroad, was on the 1st day of March, 1866, leased to the Summit Branch Railroad Company for the term of 999 years, at an annual rent of \$62,500.00.

CAPITAL STOCK.

Amount authorized by law,	\$800,000 00
Amount authorized by votes of company,	600,000 00
Amount subscribed,	600,000 00
Amount now paid in, common,	600,000 00
Number of shares issued,	30,000
Amount paid in on each share,	20 00
Par value of each share,	20 00

COST.

Cost of roads owned at date of lease,	\$578,767 24
Proportion of same for Pennsylvania : All in Pennsylvania.	
Cost of equipment owned at date of lease,	35,000 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Millersburg to Williamstown, . . . . .	.20	.20
BRANCHES.		
To Lykens Valley Coal and Short Mountain Breaker branch, length of road, . . . . .	.$\frac{1}{4}$	.$\frac{1}{4}$
SUMMARY.		
Length of main line, . . . . .	.20	.20
Length of branches owned by the company, $\frac{1}{4}$. $\frac{1}{4}$

GAUGE.

Gauge of lines,	4 ft. 8 $\frac{1}{2}$ ins.
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CROSSINGS.

For all questions not answered refers to lessees.

STATIONS.

Value of real estate held by the company, exclusive of roadway: Cannot say; these were all included in lease to Summit Branch Railroad Company, lessees.

Material of foundation upon which track is laid: Cross ties on broken stones.

EARNINGS FOR THE YEAR.

RECAPITULATION.

Total earnings for the year from rents,	\$62,499 96
Total earnings from all other sources,	240 28
Total receipts from all sources on whole length of line,	\$62,740 24

EARNINGS—SUMMARY.

Rents,	\$62,499 96
Miscellaneous,	240 28
Total,	\$62,740 24

EXPENSES—SUMMARY.

General expenses,	\$1,530 87
Net earnings,	\$61,209 37

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction account,	\$569,739 62
Depot at Millersburg,	4,012 85
Locomotives,	17,000 00
Shop, engine house, etc.,	5,014 77
Cash,	9,396 24
Total,	\$605,163 48

LIABILITIES.

Capital stock,	\$600,000 00
Profit and loss,	5,163 48
Total,	\$605,163 48

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year :

January, 1888, $2\frac{1}{2}$ per cent. on,	\$600,000 00
April, 1888, $2\frac{1}{2}$ per cent. on,	600,000 00
July, 1888, $2\frac{1}{2}$ per cent. on,	600,000 00
October, 1888, $2\frac{1}{2}$ per cent. on,	600,000 00
Paid in dividends, cash,	\$60,000 00
Balance for the year, or surplus,	1,209 37
Surplus at commencement of the year,	3,954 11
Total surplus,	\$5,163 48

LYKENS VALLEY RAILROAD AND COAL COMPANY.

(Northern Central Railway Company, as Agent of the Summit Branch Railroad Company, Lessee.)

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penna.
Length of main line, from Millersburg to Williamstown,	19.70	19.70
Length of single main track,	19.70	19.70
SUMMARY.		
Length of main line,	19.70	19.70
Total length of all roads owned, leased and operated,	19.70	19.70
Length of sidings and other tracks not above enumerated,	8.62	8.62
Length of all tracks,	28.32	28.32

GAUGE.

Gauge of lines, 4 ft. 9 in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	19.96	19.96
Miles of track laid with iron rail on lines owned, leased or operated, .	8.36	8.36

Weight of rail per yard, { Steel, 60 lbs.
 { Iron, 45 and 60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 19.70; in Pennsylvania, 19.70
 Number of miles of wire, 19.70; in Pennsylvania, 19.70

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .
 Iron bridges, number of, 2; aggregate length, 94 ft. 7 in.
 Wooden bridges, number of, 1; length, 59 ft. 3 in.
 Total length of bridges and trestles, 153 ft. 10 in.

CROSSINGS.

Railroads crossing at grade, line owned by the company in this Commonwealth,
 Northern Central Railway, at Millersburg.
 Number of crossings of highways at grade in this Commonwealth, 20
 Number of crossings of highways under railroad, 1
 Number of crossings at which there are neither gates nor flagmen, 20

CHARACTERISTICS OF ROAD—CONTINUED.

Statement of regulations governing employes in regard to these crossings: All trains are required to sound the whistle at, and ring the engine bell from, a point one-fourth of a mile from each crossing, and are required not to exceed a speed of six (6) miles per hour while passing through boroughs.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line,	4	4
Number of engine houses and shops owned by the company,	3	3
Number of fuel and water stations on main line,	4	4

Material of foundation upon which track is laid: Oak and chestnut ties, broken stone, gravel and cinder ballast, "T" rails, angle splices.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	4	\$5,776 00
Passenger cars, second class,	2	1,500 00
Freight cars, 8-wheel,	7	\$489 96
Freight cars, 4-wheel,	1	657 98
Total freight cars,	8	• • • • •
Hand cars and hand trucks,	10	\$42 00

Train brake in use: Westinghouse automatic on passenger trains.

Average number of cars in passenger trains, including mail, express and baggage cars,	1.6
Average number of cars in freight trains,	25.6
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	71
Average weight of freight trains, including locomotive and tender, in working order, in tons,	689

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	16,138
Number of miles run by freight and coal trains,	28,950
Total number of miles run,	45,088
Number of passengers carried one mile in Pennsylvania,	431,981
Net cost per mile for each passenger carried,	2.870 cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	362,803
Number of tons of 2,000 pounds of local freight for the year,	287,867
Number of tons of freight carried one mile,	11,526,971
Number of tons of freight carried one mile in Pennsylvania,	11,526,971
Gross amount of tonnage for the year (2,000 pounds per ton),	650,670
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	24½
Average rate of speed adopted by freight trains, including stops (miles per hour),	11

DOINGS OF THE YEAR—CONTINUED.

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	626,704	Agricultural products,	2,878
Bituminous coal and coke, . .	63	Merchandise and manufactures, .	4,745
Petroleum and other oils, . . .	434	Live stock,	611
Pig iron,	50	Lumber,	11,891
Railroad iron,	163	Other articles,	979
Other iron or castings,	1,539		
Stone and lime,	613	Total,	650,670

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal and local freight and coal, per ton per mile,	1.061 cents.
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
January, 1888,	2,628	26,992	\$750 54
February, 1888,	2,653	27,791	786 36
March, 1888,	3,096	31,150	865 81
April, 1888,	2,791	29,217	821 17
May, 1888,	3,072	32,006	916 56
June, 1888,	3,416	36,349	924 41
July, 1888,	3,869	40,603	1,109 05
August, 1888,	3,767	39,577	1,066 14
September, 1888,	5,020	58,036	1,414 56
October, 1888,	3,298	35,940	872 36
November, 1888,	3,627	36,300	925 39
December, 1888,	3,558	38,020	1,037 37
Total,	40,795	431,981	\$11,489 72

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For all classes,	2 ⁶⁶⁰ / ₁₀₀₀ cents.
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EARNINGS FOR THE YEAR—CONTINUED.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888.	35,302	706,040	\$9,924 85	24,842	369,536	\$7,064 94	60,144	1,075,576	\$16,989 79
February, 1888.	33,429	668,580	5,131 66	26,523	395,022	4,387 58	59,952	1,063,602	9,519 24
March, 1888.	31,404	628,080	6,013 17	27,649	412,540	5,541 60	59,053	1,040,620	11,554 77
April, 1888.	26,625	532,500	3,447 87	19,102	283,656	2,917 07	45,727	816,156	6,364 94
May, 1888.	31,555	631,100	7,417 07	26,141	387,794	6,386 91	57,696	1,018,894	13,803 98
June, 1888.	27,080	541,600	4,803 35	21,796	323,603	3,763 77	48,876	865,203	8,567 12
July, 1888.	21,521	430,420	3,555 05	24,629	365,871	5,555 37	46,150	796,291	9,110 42
August, 1888.	35,244	704,880	7,880 92	24,548	363,109	5,642 98	59,792	1,067,989	13,523 90
September, 1888.	28,194	563,880	3,831 99	21,580	318,681	4,045 90	49,774	882,561	7,877 89
October, 1888.	32,247	644,940	6,244 73	25,881	381,899	5,567 02	58,128	1,026,839	11,811 75
November, 1888.	31,825	636,560	4,391 87	23,531	348,018	3,348 37	55,359	984,578	7,740 24
December, 1888.	28,374	567,480	2,845 98	21,645	321,182	2,559 29	50,019	888,662	5,405 27
Total,	362,803	7,256,060	\$65,488 51	287,867	4,270,911	\$56,780 80	650,670	11,526,971	\$122,269 31

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888,	\$77 95	\$38 42	\$13 75	\$130 12
February, 1888,	77 96	36 50	66 70	181 16
March, 1888,	77 96	40 43	112 41	230 80
April, 1888,	77 91	49 31	55 92	183 14
May, 1888,	77 95	48 06	32 22	158 23
June, 1888,	77 96	56 15	91 85	225 96
July, 1888,	77 95	46 45	39 78	164 18
August, 1888,	77 95	66 48	89 68	234 11
September, 1888,	77 96	29 47	111 50	218 93
October, 1888,	77 95	42 71	34 15	154 81
November, 1888,	77 95	41 89	61 98	181 82
December, 1888,	77 95	64 37	193 20	335 52
Total,	\$935 40	\$560 24	\$903 14	\$2,398 78

RECAPITULATION.

Total passenger earnings for the year,	\$11,489 72
Total freight earnings for the year,	122,269 31
Total earnings from all other sources,	2,398 78
Total earnings for the year,	\$136,157 81
Proportion of earnings in Pennsylvania to earnings of whole line,	\$136,157 81

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Agents,	\$422 50	\$1,579 50	\$2,002 00
Brakemen,	206 45	3,437 66	3,644 11
Cars, cleaning,	42 99		42 99
Car furniture and fixtures,	38 13	55 88	94 01
Car service,	207 54	12,666 59	12,874 13
Clerks,	735 52	2,756 47	3,491 99
Conductors and train agents,	302 88	1,865 19	2,168 07
Dispatchers,		1,140 00	1,140 00
Expenses of stations, except labor,	62 67	91 11	153 78
Foreign agencies,	4 32		4 32
Heating cars,	30 02	1 20	31 22
Heating stations,	34 60	103 81	138 41
Incidentals,	790 91	2,326 11	3,117 02
Insurance,	30 00	269 94	299 94
Labor at stations,		1 20	1 20
Lighting cars,	16 47	30	16 77
Lighting stations,	5 65	21 39	27 04
Loss and damage,		82 59	82 59
Mail expenses,	246 00		246 00
Oil for lamps,	28 6	69 11	97 87
Stationery and printing,	150 6	426 31	576 96
Stations, repairs of, and furniture for,	40 0	224 78	265 28
Superintendents,	20 4	105 22	126 16
Taxes, "State,"	92 5	887 28	980 23
Telegraph expenses,	266 69	847 22	1,113 91
Wrecks, clearing,		170 15	170 15
Total,	\$3,777 14	\$29,129 01	\$32,906 15

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemen and firemen, passenger,	\$756 08		\$756 08
Enginemen and firemen, freight,		\$4,019 58	4,019 58
Engine houses and machine shows, etc., repairs of,	93 38	280 13	373 51
Fuel for heating,	12 34	37 02	49 36
Fuel for locomotives,	591 72	6,588 66	7,180 38
Incidentals,	20 29	60 89	81 18
Laborers,	181 50	544 52	726 02
Locomotive furniture and fixtures,	43 19	129 58	172 77
Locomotives, repairs of,	1,132 36	2,531 44	3,663 80
Oil for locomotives,	29 08	96 94	126 02
Sand for locomotives,	40 15	120 43	160 58
Stationery and printing,	4 33	13 00	17 33
Tallow for locomotives,	21 38	118 63	140 01
Tools and machinery, repairs of,	1 38	4 13	5 51
Waste for locomotives,	33 50	93 15	126 65
Watchmen,	10 35	31 05	41 40
Water, wood and coal stations, expenses and repairs of,	114 31	342 95	457 26
Total,	\$3,085 34	\$15,012 10	\$18,097 44

MAINTENANCE OF WAY.

Ballast,	\$11 71	\$35 10	\$46 83
Bridges, repairs of,	56 83	170 49	227 32
Cars, repairs of (in M. of W. service),	1 26	3 78	5 04
Cross-ties,	1,302 47	3,907 41	5,209 88
Expenses on property,	1 24	3 71	4 95
Foremen, tool and watch-houses, repairs of,	42	1 25	1 67
Frogs,	12 96	38 90	51 86
Incidentals,	09	26	35
Rails, iron	5 81	17 44	23 25
Rails, steel,	123 66	370 99	494 65
Road-bed, repairs of, labor and material,	607 06	1,821 16	2,428 22
Snow and ice, removing,	165 59	496 78	662 37
Spikes,	36 74	110 21	146 95
Splices,	34 95	104 84	139 79
Stationery and printing,	2 33	6 98	9 31
Superintendents and supervisors,	225 00	675 00	900 00
Switches,	103 34	310 02	413 36
Taxes on real estate for road,	79	2 38	3 15
Tools and repairs of tools,	97 90	293 71	391 61
Track, repairing,	1,396 69	4,190 07	5,586 76
Total,	\$4,186 84	\$12,560 48	\$16,747 32

MAINTENANCE OF CARS.

Cars, repairs of freight,		\$2,803 37	\$2,803 37
Cars, repairs of passenger, baggage, express and postal,	\$786 33		786 33
Insurance,	10 79	32 39	43 18
Oil, tallow, waste, etc.,	10 22	161 72	171 94
Watchmen,	14	44	58
Total,	\$807 48	\$2,997 92	\$3,805 40

GENERAL EXPENSES.

Attendants,	\$16 76	\$50 27	\$67 03
Clerks,	308 14	924 40	1,232 54
Fuel and light,	3 22	9 65	12 87
Incidentals and legal expenses,	16 72	50 15	66 87
Office expenses, repairs and furniture,	42 87	128 62	171 49
Salaries of president and other officers,	120 02	360 08	480 10
Stationery and blanks,	17 66	52 98	70 64
Total,	\$525 39	\$1,576 15	\$2,101 54

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$11,489 72
Freight transportation, local, \$56,780.80; through, \$65,488.51; total,	122,269 31
Mail service, \$935.40; express service, \$560.24; total,	1,495 64
Miscellaneous,	903 14
Total,	\$136,157 81

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$3,777 14	\$29,129 01	\$32,906 15
Motive power,	3,085 34	15,012 10	18,097 44
Maintenance of way,	4,186 84	12,560 48	16,747 32
Maintenance of cars,	807 48	2,997 92	3,805 40
General expenses,	525 39	1,576 15	2,101 54
Total operating expenses,			\$73,657 85

Operating expenses, 54.09 per cent. of earnings.

Earnings per mile of road operated,	\$6,911 50
Expenses per mile of road operated,	3,738 97
Net earnings,	3,172 53

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express Company at a fixed percentage of gross receipts.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$44.46 per mile for 21.04 miles, dependent on the amount of service performed. No contract made with post-office department.

ACCIDENTS TO PERSONS.

Employés injured from causes beyond their own control, 2

MARTIN'S CREEK RAILWAY COMPANY OF PENNSYLVANIA.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
J. N. DuBarry,	President,	Philadelphia.
Albert Hewson,	Secretary,	Philadelphia.
Taber Ashton,	Treasurer,	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John P. Green,	Philadelphia, Pa.	Edmund Smith,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.	Henry D. Welsh,	Philadelphia, Pa.
N. Parter Shortridge,	Wynnewood, Pa.	Vacancy.	

Date of annual meeting for election of directors, third Monday in January.

GENERAL INFORMATION.

Name of road: Martin's Creek Railway Company of Pennsylvania.
By whom operated: Pennsylvania Railroad Company as part of Belvidere division.
By what authority: Resolution of board of directors.
The general offices of the company are located at 233 South Fourth street, Philadelphia.
For information concerning this report, address H. B. Ely, elected Secretary and Treasurer January 21, 1889.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized April 14, 1885. Opened for traffic November, 1885.

CAPITAL STOCK.

Amount authorized by law,	\$40,000 00
Amount subscribed,	40,000 00
Amount now paid in, common,	30,000 00
Amount paid in on each share,	75 00
Par value of each share,	100 00

DEBT.

UNFUNDED DEBT.

Unfunded debt as per last report,	\$21,699 83
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COST.

Cost of roads owned to December 31, 1887,	\$28,420 33
Cost of additions for the year ending December 31, 1888,	1,579 67
Total cost of roads owned to date,	30,000 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Miles in Penn'a.
Length of main line, from New Jersey and Pennsylvania State Line in middle of Delaware River, to Junction Bangor and Portland Railroad, 550 feet west of bridge over Delaware River,	0.15	0.15
Length of single main track,	0.15	0.15
SUMMARY.		
Length of main line,	0.15	0.15
Total length of all roads owned, leased and operated,	0.15	0.15
Length of all tracks,	0.15	0.15

GAUGE.

Gauge of lines, 4 ft. 9 in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	0.15	0.15

Weight of rail per yard, steel, 60 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 1
 Wooden bridges, number of, 1; length, 250 feet.

Material of foundation upon which track is laid: For 250 feet on a wooden deck Howe truss bridge, and balance gravel ballast and white oak ties.

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Any other expenditures chargeable to this account, \$1,579 67
 Total, 1,579 67

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction, \$30,000 00
 Stock subscriptions, 10,000 00

LIABILITIES.

Capital stock, \$40,000 00

McKEAN AND BUFFALO RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
G. Cinton Gardner,	President,	Greenfield, Mass.
C. H. Allen,	Vice President,	New York city.
J. R. Trimble,	Secretary,	Philadelphia, Pa.
F. S. Buell,	Treasurer,	Buffalo, N. Y.
Wm. L. Doyle,	Auditor,	Buffalo, N. Y.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
G. Clinton Gardner, . . .	Greenfield, Mass.	C. H. Clark,	Philadelphia, Pa.
C. H. Allen,	New York city.	B. K. Jamison,	Philadelphia, Pa.
E. W. Clark,	Philadelphia, Pa.	A. N. Martin,	Summit, N. J.
Isaac N. Seligman, . .	New York city.		

GENERAL INFORMATION.

Name of road : McKean and Buffalo Railroad.
By whom operated : Western New York and Pennsylvania Railroad.
By what authority : Lease.
The general offices of the company are located at Buffalo, N. Y.
For information concerning this report, address W. L. Doyle, Auditor, Buffalo, N. Y.
How are the passenger cars on your road heated, lighted and ventilated ? Heated with stoves, lighted with lamps, ventilation ordinary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This read is leased to and operated by the Western New York and Pennsylvania Railroad Company, and the company respectfully refers to the report of that company, in whose statement the operations of this road are included. The Western New York and Pennsylvania Railroad Company owns all the stock of this company and also the lease above mentioned, and it is practically a consolidation, in fact.

CAPITAL STOCK.

Amount subscribed,	\$400,000 00
Amount now paid in, common,	400,000 00
Number of shares issued,	8,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Larabees to Clermont,	22.15	22.15

GAUGE.

Gauge of lines, 4 ft. 8½ ins.

McKEESPORT AND BESSEMER RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. Wainwright,	President,	Pittsburgh, Pa.
W. T. Wallace,	Secretary,	Pittsburgh, Pa.
W. T. Wallace,	Treasurer,	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
C. H. Sackrider,	Pittsburgh, Pa.	James Doig,	Pittsburgh, Pa.
W. T. Wallace,	Pittsburgh, Pa.	W. E. Jennings,	Pittsburgh, Pa.
E. B. Hawkins,	Pittsburgh, Pa.	Geo. T. Richards,	Pittsburgh, Pa.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : McKeesport and Bessemer Railroad Company.

By whom operated : Not in operation.

The general offices of the company are located at No. 111 Fourth Avenue, Pittsburgh, Pa.

For information concerning this report, address Treasurer.

How are the passenger cars on your road heated, lighted and ventilated? None on road.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The McKeesport and Bessemer Railroad Company was organized under act of April 4, 1868, and the various supplements thereto, on October 27, 1888, and letters patent issued on October 29, 1888, for the purpose of constructing and operating a railroad from a point on the bank of the Youghiogheny river, in the borough of McKeesport, thence crossing the Monongahela river, and down the same to a point in Mifflin township, opposite Bessemer, all in the county of Allegheny, a distance of about four miles.

Arrangements are being made for the early completion of the road.

CAPITAL STOCK.

Amount authorized by law,	\$40,000 00
Amount authorized by votes of company,	40,000 00
Amount subscribed,	22,000 00
Amount now paid in, common,	2,200 00
Amount paid in on each share,	5 00
Par value of each share,	50 00

COST.

Cost of roads owned to December 31, 1887,	\$2,183 54
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DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

Railroad in course of construction.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line,	4.00	4.00
SUMMARY.		
Length of main line,	4.00	4.00

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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McKEESPORT AND BELLE VERNON RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. Wainwright,	President.	Pittsburgh, Pa.
W. T. Wallace,	Secretary and Treasurer, . .	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
C. H. Sackrider,	Pittsburgh, Pa.	S. F. Jones,	Belle Vernon, Pa.
J. Chamberlin,	Cleveland, O.	R. J. Linton,	Belle Vernon, Pa.
W. E. Jennings,	Pittsburgh, Pa.	W. S. Guffey,	Pittsburgh, Pa.
B. S. Wood, Jr.,	Pittsburgh, Pa.	John Guffey,	Greensburg, Pa.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : McKeesport and Belle Vernon Railroad.

By whom operated : Not yet in operation.

The general offices of the company are located at No. 111 Fourth avenue, Pittsburgh, Pa.

For information concerning this report, address treasurer.

How are the passenger cars on your road heated, lighted and ventilated ? None on road yet.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The McKeesport and Belle Vernon Railroad Company was organized under the act of April 4, 1868, and the various supplements thereto on January 6, 1886, and letters patent issued on January 8, 1886, for the purpose of constructing and operating a railroad between Reynoldton and Belle Vernon, on the right bank of the Monongahela river, in the counties of Allegheny, Westmoreland and Fayette, a distance of about 28 miles, during 1886-7. Plans of the road were made and rights of way obtained. The work of construction was begun December, 1887, and has been continued since that date. It is the intention of the company to construct its main line, from Reynoldton to Belle Vernon, 28 miles, and a branch line, from Belle Vernon to Fayette City, in Fayette county, about 2 miles in length.

CAPITAL STOCK.

Amount authorized by law,	\$600,000 00
Amount authorized by votes of company,	600,000 00
Amount subscribed,	600,000 00
Amount now paid in, common,	600,000 00
Number of shares issued,	12,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Forty-four bonds (due July 1, 1918; bear interest at 6 per cent., which is payable January 1 and July 1), amount,	\$44,000 00
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COST.

Cost of roads owned to December 31, 1887,	\$14,541 79
Cost of additions for the year ending December 31, 1888,	627,927 98
Total cost of roads owned to date,	642,469 77

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

Railroad in course of construction.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Reynoldton to Belle Vernon,	28	28
BRANCHES.		
From Belle Vernon to Fayette City, length of road,	2	2

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$457,823 53
Right of way,	184,646 24
Cash,	1,530 23
	\$644,000 00

LIABILITIES.

Capital stock,	\$600,000 00
Funded debt,	44,000 00
	\$644,000 00

MEADVILLE AND LINESVILLE RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
G. W. Delamater,	President,	Meadville, Pa.
A. C. Huidekoper,	Vice President,	Meadville, Pa.
H. L. Richmond,	Secretary,	Meadville, Pa.
V. M. Delamater,	Treasurer,	Meadville, Pa.
T. A. Delamater,	General Superintendent,	Meadville, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
G. W. Delamater,	Meadville, Pa.	W. S. McGunnege,	Meadville, Pa.
T. A. Delamater,	Meadville, Pa.	D. S. Richmond,	Meadville, Pa.
Lewis Walker,	Meadville, Pa.	H. L. Richmond,	Meadville, Pa.
A. C. Huidekoper,	Meadville, Pa.		

GENERAL INFORMATION.

Name of road : Meadville and Linesville Railway.

By whom operated : Meadville and Linesville Railway Company.

The general offices of the company are located at Meadville, Pa,

For information concerning this report, address T. A. Delamater, Auditor.

How are the cars on your road heated, lighted and ventilated? Heated with coal,
lighted with oil, ventilated from roof.

CAPITAL STOCK.

Amount authorized by law ; reorganization act of April, 1861,	\$200,000 00
Amount authorized by votes of company,	200,000 00
Number shares issued,	4,000
Amount paid on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

One hundred and fifty bonds (due February, 1904 ; bear interest at 6
per cent, which is payable February and August 1), amount, . . . \$150,000 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Meadville to Linesville.	20.50	20.50
SUMMARY.		
Length of main line,	20.50	20.50
Length of sidings and other tracks not above enumerated,	2.50	2.50
Length of all tracks,	23.00	23.00

CHARACTERISTICS OF ROAD—CONTINUED.

Gauge of lines, GAUGE. 4 ft. 8½ ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	1.00	1.00
Miles of track laid with iron rail on lines owned, leased or operated, .	22.00	22.00

Weight of rail per yard, { Steel, 56 lbs.
 { Iron, 56 lbs.

TELEGRAPH LINES.

Length of lines in miles, 20.5 ; in Pennsylvania, 20.5
Number of miles of wire, 20.5 ; in Pennsylvania, 20.5

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . 15
Wooden bridges, number of, 2 ; aggregate length, 324 feet
Wooden trestles, number of, 13 ; aggregate length, 1,618 feet
Total length of bridges and trestles, 1,942 feet

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth, . 18
Number of crossings of highways over railroad, 2
Number of crossings of highways under railroad, 16
Number of crossings at which gates or flagmen are maintained, . . 1
Number of crossings at which there are neither gates nor flagmen, . 17

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	3	3
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	1	1

Material of foundation upon which track is laid : Slag and gravel.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	2	\$5,000 00
Passenger cars, first-class,	2	1,600 00
Passenger cars, second class,	2	850 00
Total passenger cars,	6	1,600 00
Baggage, mail and express cars,	1	800 00
Freight cars, 8-wheel,	5	398 75
Hand cars and hand trucks,	4	25 00

Train brake in use : Westinghouse automatic air brake on both passenger and freight ears.
Average number of cars in passenger trains, including mail, express and baggage cars, 2
Average number of cars in freight trains, 8

EMPLOYES.

Average number of persons regularly employed by company, including officials, 30
Same in Pennsylvania, 30

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	41,512
Number of miles run by freight and coal trains,	13,520
Total number of miles run,	55,032
Number of passengers carried one mile in Pennsylvania,	834,577
Number of tons of 2,000 pounds of through freight for the year on main road,	35,811
Number of tons of 2,000 pounds of local freight for the year,	2,268
Number of tons of freight carried one mile,	502,316
Number of tons of freight carried one mile in Pennsylvania,	502,316
Gross amount of tonnage for the year (2,000 pounds per ton),	38,079
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour),	25
Average rate of speed adopted by express trains, including stops (miles per hour),	25
Average rate of speed adopted by freight trains, including stops (miles per hour),	15

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal and coke,	4,232
Merchandise and manufactures,	33,847

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888.	781	15,649	\$417 42	1,012	20,629	\$550 80	1,793	36,278	\$968 22
February, 1888.	781	17,741	475 11	1,105	19,978	609 50	1,886	37,719	1,084 61
March, 1888.	831	18,577	513 19	1,361	22,841	679 10	2,192	41,418	1,192 29
April, 1888.	751	16,773	455 57	1,186	20,815	635 00	1,937	37,588	1,090 57
May, 1888.	1,168	34,976	684 68	1,522	38,912	820 70	2,690	63,888	1,505 38
June, 1888.	1,148	23,383	562 66	2,852	59,067	1,125 40	4,000	82,450	1,688 06
July, 1888.	1,513	42,688	763 50	4,125	87,523	1,618 65	5,638	130,211	2,382 15
August, 1888.	2,873	60,835	2,036 44	7,137	139,621	2,749 45	10,010	200,456	4,785 59
September, 1888.	1,227	31,679	714 09	1,632	32,356	825 60	2,859	64,035	1,539 69
October, 1888.	868	19,003	499 05	1,273	23,649	711 15	2,141	42,652	1,210 20
November, 1888.	846	20,291	522 38	1,457	28,720	783 10	2,303	49,011	1,312 48
December, 1888.	922	24,268	620 99	1,276	24,603	698 45	2,198	48,871	1,319 44
Total,	13,709	325,863	\$8,272 08	25,938	508,714	\$11,806 90	39,647	834,577	\$20,078 98

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTALS.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888.	1,631	27,858	\$525 02	177	2,569	\$124 76	1,808	30,427	\$649 78
February, 1888.	1,802	29,579	622 37	118	1,602	92 25	1,922	31,181	714 62
March, 1888.	1,549	27,029	578 07	125	2,256	111 38	1,674	29,285	689 45
April, 1888.	1,220	23,956	465 56	251	3,377	328 50	1,471	32,333	794 06
May, 1888.	2,648	35,537	912 99	424	3,764	174 65	2,872	39,301	1,087 64
June, 1888.	5,465	57,427	1,606 06	266	4,489	246 70	5,731	61,916	1,852 76
July, 1888.	4,336	45,473	1,295 66	148	2,030	161 72	4,484	47,503	1,457 38
August, 1888.	4,829	51,626	1,513 28	208	2,768	216 55	5,037	54,391	1,729 83
September, 1888.	4,159	40,618	1,250 91	216	8,878	169 33	4,375	49,496	1,420 24
October, 1888.	3,347	47,055	1,034 29	108	8,771	137 75	3,415	48,826	1,172 04
November, 1888.	2,713	39,608	810 19	177	3,056	179 66	2,890	42,664	989 85
December, 1888.	2,152	34,288	618 39	50	692	82 36	2,202	34,980	700 75
Total,	35,811	460,054	\$11,232 79	2,268	42,252	\$2,025 61	38,079	502,316	\$13,258 40

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888,	\$76 68	\$54 60	\$55 35	\$186 63
February, 1888,	76 68	59 30	52 85	188 83
March, 1888,	76 68	51 40	58 85	186 93
April, 1888,	76 68	66 44	510 28	653 40
May, 1888,	76 68	100 82	52 67	230 17
June, 1888,	76 68	89 91	50 49	217 08
July, 1888,	76 68	90 41	62 02	229 11
August, 1888,	76 68	67 08	48 67	292 43
September, 1888,	76 66	86 44	58 67	221 79
October, 1888,	76 68	79 10	411 64	567 42
November, 1888,	76 68	69 29	50 67	196 64
December, 1888,	76 68	91 36	50 67	218 71
Total,	\$920 16	\$1,006 15	\$1,462 83	\$3,389 14

RECAPITULATION.

Total passenger earnings for the year,	\$20,078 98
Total freight earnings for the year,	13,258 40
Total earnings from all other sources,	3,389 14
Total earnings for the year,	<u>\$36,726 52</u>

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

New locomotives, number, 1,	\$1,200 00
New passenger cars, number, 1,	912 67
Total,	<u>\$2,112 67</u>

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Advertising,	\$458 48
Agents,	1,080 00
Baggage masters,	174 24
Brakemen,	846 26
Cars, cleaning,	238 15
Car service,	623 67
Conductors and train agents,	1,370 00
Dispatchers,	46 50
Expenses of stations, except labor,	1,004 72
Heating stations,	30 00
Incidentals,	24 12
Insurance,	37 30
Labor at stations,	531 09
Lighting stations,	7 50
Loss and damage,	76 09
Mail expenses,	284 63
Oil for lamps,	15 53
Stationery and printing,	279 14
Stations, repairs of and furniture for,	78 35
Superintendents,	1,200 00
Taxes, State,	529 89
Telegraph expenses,	110 66
Watchmen,	223 00
Total,	<u>\$9,269 32</u>

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

Enginemen and firemen, passenger,	\$2,780 54
Engine houses and machine shops, etc., repairs of,	67 43
Fuel for locomotives,	2,463 00
Incidentals,	40 90
Laborers,	14 50
Locomotive furniture and fixtures,	90 33
Locomotives, repairs of,	1,693 31
Oil for locomotives,	163 65
Sand for locomotives,	13 37
Tools and machinery, repairs of,	56 70
Waste for locomotives,	54 10
Watchmen,	512 96
Water, wood and coal stations, expenses and repairs of,	246 25
Total,	<u>\$8,197 05</u>

MAINTENANCE OF WAY.

Bridges, repairs of,	1,053 97
Cross-ties,	752 70
Expenses on property,	4 34
Foremen, tool and watch-houses, repairs of,	22 50
Frogs,	35 02
Rails, steel,	1,353 81
Road-bed, repairs of, labor and material,	5,627 57
Spikes,	54 18
Splices,	69 65
Switches,	13 79
Taxes on real estate for road,	2 00
Telegraph, repairs of,	4 00
Tools and repairs of tools,	109 05
Total,	<u>\$9,102 58</u>

MAINTENANCE OF CARS.

Cars, repairs of freight,	\$68 33
Cars, repairs of passenger, baggage, express and postal,	515 21
Fuel for heating,	114 22
Incidentals,	81 59
Oil, tallow, waste, etc.,	6 18
Total,	<u>\$785 53</u>

GENERAL EXPENSES.

Advertising,	\$259 67
Clerks,	600 00
Conneaut Park,	389 64
Incidentals and legal expenses,	2,235 43
Insurance on real estate,	22 10
Overcharge and switching,	146 01
Stationery and blanks,	3 00
Taxes on real estate,	217 57
Total,	<u>\$3,873 42</u>

EARNINGS—SUMMARY.

Passenger transportation, local, \$11,806.90; through, \$8,272.08; total,	\$20,078 98
Freight transportation, local, \$2,025.61; through, \$11,232.79; total,	13,258 40
Mail service, \$920.16; express service, \$1,006.15; total,	1,926 31
Miscellaneous,	1,462 83
Total,	<u>\$36,726 52</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$9,269 32
Motive power,	8,197 05
Maintenance of way,	9,102 58
Maintenance of cars,	785 53
General expenses,	3,873 42
Total operating expenses,	<u>\$31,227 90</u>
Expenditures charged to cost of road, real estate and equipment during the year,	<u>2,112 67</u>
Total expenditures during the year,	<u><u>\$33,340 57</u></u>
Operating expenses, 85.88 per cent. of earnings.	
Earnings per mile of road operated,	\$1,773 84
Expenses per mile of road operated, 9.70 miles,	1,626 37
Net earnings,	<u><u>3,385 95</u></u>

EXPRESS COMPANIES.

Names of express companies that run on the road : Adams Express Company.

UNITED STATES MAIL.

Compensation paid by the United States Government for transportation of its mails, and the terms of service : \$920.16 per year.

MIDDLETOWN AND HUMMELSTOWN RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
John W. Rife,	President,	Middletown, Pa.
Charles W. Raymond,	Secretary,	Middletown, Pa.
George H. Grove,	Treasurer,	Hummelstown, Pa.
James I. Chamberlin,	General Solicitor,	Harrisburg, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Joseph Campbell,	Middletown, Pa.	George H. Grove,	Hummelstown, Pa.
C. W. Raymond,	Middletown, Pa.	Joseph S. Strickler,	Hummelstown, Pa.
H. B. Campbell,	Middletown, Pa.	H. H. Bechtel,	Newport, Pa.
J. T. Raymond,	Middletown, Pa.	James I. Chamberlin,	Harrisburg, Pa.
E. M. Hoffer,	Hummelstown, Pa.		

GENERAL INFORMATION.

Name of road : Middletown and Hummelstown Railroad.

Will be operated by Middletown and Hummelstown Railroad Company, or their assigns or lessee.

By what authority : Letters patent granted by James A. Beaver, Governor, under date of July 31, 1888.

The general offices of the company are located at Middletown, Pa.

For information concerning this report, address John W. Rife, President, or C. W. Raymond, Secretary.

How are the passenger cars on your road heated, lighted and ventilated? Road not in operation.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The meeting at which the origination of the Middletown and Hummelstown Railroad Company was made was held at Harrisburg on Tuesday, July 31, 1888.

On motion it was agreed to make application at once for a charter for a corporation to be known as the Middletown and Hummelstown Railroad Company, the object of which is to construct, maintain and operate a railroad for public use, in the conveyance of persons and property, under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, A. D. 1868, and the acts supplementary thereto.

It is the purpose of the above recited company to construct and maintain a railroad of single track at present, between Middletown and Hummelstown, a distance of about five and one-half (5½) miles.

Work on the construction will be started within ninety days.

CAPITAL STOCK.

Amount authorized by votes of company,	\$100,000 00
Amount subscribed,	100,000 00
Number of shares issued,	2,000
Amount paid in on each share, ten (10) per cent.,	5 00
Par value of each share,	50 00

MIFFLIN AND CENTRE COUNTY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. N. DuBarry,	President,	Philadelphia.
Albert Hewson,	Secretary,	Philadelphia.
Taber Ashton,	Treasurer,	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Alexander Biddle,	Philadelphia.	N. Parker Shortridge, . .	Wynnewood, Pa.
G. W. Elder,	Lewistown, Pa.	Edmund Smith,	Philadelphia.
John P. Green,	Philadelphia.	Henry D. Welsh,	Philadelphia.
James H. Mann,	Lewistown, Pa.	Wm. H. Wilson,	Philadelphia.
Wistar Morris,	Philadelphia.	R. H. Lee,	Lewistown, Pa.
G. B. Roberts,	Philadelphia.	Vacaney.	

Date of annual meeting for election of directors, third Tuesday in February.

GENERAL INFORMATION.

Name of road : Mifflin and Centre County Railroad.

By whom operated : Pennsylvania Railroad Company.

By what authority : Lease for 999 years, from May 27, 1865.

The general offices of the company are located at 233 South Fourth street, Philadelphia.

For information concerning this report, address T. Ashton, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Mifflin and Centre County Railroad Company, incorporated April 2, 1860.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount subscribed,	167,775 00
Amount now paid in, common,	167,775 00
Number of shares issued,	3,355½
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due August 1, 1897 ; bear interest at 6 per cent., which is payable February 1 and August 1), amount,	\$200,000 00
Total amount of funded debt,	\$200,000 00

UNFUNDED DEBT.

Debt incurred for any other purpose, and for what :	
Loss in operating road,	\$15,499 70

DEBT—CONTINUED.

Total amount of unfunded debt,	\$15,499 70
Total amount of funded and unfunded debt,	\$215,499 70
Funded debt as per last report,	\$200,000 00
Total cash realized from capital stock and debt,	356,862 72

COST.

Cost of roads owned to December 31, 1887,	\$365,789 39
Cost of additions for the year ending December 31, 1888,	200 00
Total cost of roads owned to date,	\$365,989 39

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lewistown Junction to Milroy,	12.31	12.31
Length of single main track,	12.31	12.31
BRANCHES.		
Lewistown and Tuscarora bridge over { Length of road,	0.12	0.12
Juniata river at Lewistown, . . . } Length of single track, . . .	0.12	0.12
SUMMARY.		
Length of main line,	12.31	12.31
Length of leased roads,	0.12	0.12
Total length of all roads owned, leased and operated,	12.43	12.43
Length of sidings and other tracks not above enumerated,	6.00	6.00
Length of all tracks,	18.43	18.43

GAUGE.

Gauge of lines,	4 ft. 9 ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	7.93	7.93
Miles of track laid with iron rail on lines owned, leased or operated, .	10.50	10.50

Weight of rail per yard, { Steel,	56, 60 and 67 lbs.
{ Iron,	45, 56 and 60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 7.6; in Pennsylvania,	7.6
Number of miles of wire, 7.6; in Pennsylvania,	7.6

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	17
Wooden bridges, number of, 15; aggregate length,	1,992 feet.
Wooden trestles, number of, 2; aggregate length,	210 feet.
Total length of bridges and trestles,	2,202 feet.

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth, .	29
Number of grade crossings at which there are neither gates nor flagmen,	29

CHARACTERISTICS OF ROAD—CONTINUED.

STATIONS.	TOTAL.	IN PENN'A
Number of stations on main line : Passenger and freight, 5 ; total, . .	5	5
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	2	2

Material of foundation upon which track is laid : White oak ties on broken stone and gravel ballast.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year : March 1, 1888.

Paid in dividends, cash,	\$5,033 2
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MILL CREEK AND MINE HILL NAVIGATION AND RAIL-ROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
Austin Corbin,	President,	Philadelphia, Pa.
P. C. Hollis,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
A. J. Antelo,	Philadelphia, Pa.	A. A. McLeod,	Philadelphia, Pa.
Thomas Cochran,	Philadelphia, Pa.	P. C. Hollis,	Philadelphia, Pa.
Samuel R. Shipley,	Philadelphia, Pa.	William R. Taylor,	Philadelphia, Pa.

Date of annual meeting for election of directors, December 31, 1888 (last Monday).

GENERAL INFORMATION.

Name of road : The Mill Creek and Mine Hill Navigaion and Railroad Company.
By whom operated : The Philadelphia and Reading Railroad Company.
By what authority : By lease for 999 years, dated July 25, 1861.
The general offices of the company are located at 407 Library street.
For information concerning this report, address P. C. Hollis, Treasurer.
How are the passenger cars on your road heated, lighted and ventilated? Not known to lessors.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Mill Creek and Mine Hill Navigation and Railroad Company was incorporated by act approved February 7, 1828.

CAPITAL STOCK.

Amount authorized by law,	\$323,375 00
Amount subscribed,	323,375 00
Amount now paid in, common,	323,375 00
Number of shares issued,	12,935
Amount paid in on each share,	25 00
Par value of each share,	25 00

COST.

Cost of roads owned to December 31, 1887,	\$323,045 00
Total cost of roads owned to date,	323,045 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	WHOLE LENGTH.	LENGTH IN PENN'A.
Length of main line, from Mill Creek to New Castle,	3.8	3.8
Length of single main track,	3.8	3.8
Length of second main track,	3.8	3.8
BRANCHES.		
North America branch, from Mill Creek to {		
lower end of St. Clair, {	.6	.6
Crow Hollow branch, from Mill Creek to {	.6	.6
Colliery No. 12, {	1.3	1.3
Jones branch, from Mill Creek to St. Clair, {	1.3	1.3
John's branch, from St. Clair to St. Clair, {	1.07	1.07
	1.07	1.07
	.5	.5
	.5	.5
SUMMARY.		
Length of main line,	3.80	3.80
Length of branches,	3.47	3.47
Total length of all roads owned, leased and operated,	7.27	7.27
Length of second track,	3.80	3.80
Length of sidings and other tracks not above enumerated,	14.24	14.24
Length of all tracks,	25.31	25.31

GAUGE.

Gauge of lines, 4 ft. 8½ in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	5.31	5.31
Miles of track laid with iron rail on lines owned, leased or operated, .	20.00	20.00

Weight of rail per yard, { Steel, 68 and 70 lbs.
 { Iron, 56, 60, 64, 68 and 70 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . 14
 Wooden bridges, number of, 9; aggregate length, 531⅔ feet.
 Iron bridges, number of, 2; aggregate length, 139⅝ feet.
 Wooden trestles, number of, 3; aggregate length, 230½ feet.
 Total length of bridges and trestles, 902¼ feet.

CROSSINGS.

Number of crossings of highways, at grade, in this Commonwealth, 11
 Number of crossings of highways over railroad, 1
 Number of crossings of highways under railroad, 1
 Number of crossings at which gates or flagmen are maintained, . . 4
 Number of crossings at which there are neither gates nor flagmen, . 7

STATIONS.

Number of fuel and water stations on main line, 2; in Pennsylvania, 2

Material of foundation upon which track is laid : Cross-ties and cinder ballast.

GENERAL BALANCE SHEET, 1888.

ASSETS.

Railroad,	\$321,632 02
Real estate,	1,412 98
Philadelphia and Reading Railroad Company,	17,308 44
Cash,	2,596 17
	<hr/>
	\$342,949 61

LIABILITIES.

Capital stock,	\$323,375 00
Unpaid dividends,	43 75
State taxes,	1,616 87
Revenue account,	17,913 99
	<hr/>
	\$342,949 61

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: January, 1888, 5 per cent. ; July, 1888, 5 per cent.	
Paid in dividends, cash,	\$32,337 50

MINE HILL AND SCHUYLKILL HAVEN RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Benjamin H. Shoemaker,	President,	Philadelphia.
James G. McCollin,	Secretary,	Philadelphia.
John W. Biddle,	Treasurer,	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Frederick Fraley,	Philadelphia.	James G. McCollin, . . .	Philadelphia.
John W. Biddle,	Philadelphia.	Barclay R. Leeds, . . .	Philadelphia.
Benjamin H. Shoemaker,	Philadelphia.	Philip C. Garrett, . . .	Philadelphia.
William Hacker,	Philadelphia.	Thomas McKean,	Philadelphia.
Alfred Jones,	Philadelphia.	Redwood F. Warner, . .	Philadelphia.
Josiah Jones,	Philadelphia.		

GENERAL INFORMATION.

Name of road : The Mine Hill and Schuylkill Haven Railroad.
By whom operated : Philadelphia and Reading Railroad Company.
By what authority : Lease of May 12, 1864, by the Mine Hill and Schuylkill Haven Railroad Company.
With what other companies consolidated : Schuylkill Haven and Lehigh River Railroad Company.
Date of consolidation : May, 1863.
The general offices of the company are located at 119 South Fourth street, Philadelphia.
For information concerning this report, address John W. Biddle, Treasurer, 119 South Fourth street.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Mine Hill and Schuylkill Haven Railroad Company chartered March 24, 1828

CAPITAL STOCK.

Amount authorized by law unlimited.	
Amount subscribed,	\$4,081,900 00
Amount now paid in,	4,081,900 00
Number of shares issued,	81,638
Amount paid in on each share,	50 00
Par value of each share,	50 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	
Length of main line, from Schuylkill Haven to Locust Gap,	42½ miles.
Length of second main track,	24 miles.
SUMMARY.	
Length of main line,	66½ miles.
Length of sidings and other tracks not above enumerated,	71 miles.
Length of all tracks,	137½ miles.
Weight of rail per yard, iron,	64 and 68 lbs.

BRIDGES AND TRESTLES.

Wooden bridges, number of, 78; aggregate length,	2,114 feet.
Stone bridges, number of, 2; aggregate length,	32 feet.
Iron bridges, number of, 1; length,	90 feet.

The engines, cars, shops and road of this company were transferred to the Philadelphia and Reading Railroad Company under lease of May 12, 1864, for a period of 999 years. All payments for maintaining the road and for making the same, for the repairs of engines and machinery, for salaries and wages connected therewith, are made by the Philadelphia and Reading Railroad Company, by which company no report respecting the numerous particulars queried after is furnished this company.

EARNINGS FOR THE YEAR.

Rent of the road paid by the Philadelphia and Reading Railroad Company, 8 per cent. on the capital stock, amounting to \$324,176.00.

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Construction account,	\$4,037,236 19
Contingent fund account,	44,593 84
Cash,	3,006 80
	<u>\$4,084,836 83</u>
LIABILITIES.	
Capital stock,	\$4,081,900 00
Philadelphia and Reading Railroad Company,	30 83
Unpaid dividends,	2,906 00
	<u>\$4,084,836 83</u>

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: The Mine Hill and Schuylkill Haven Railroad Company has paid during the year two dividends, one of 3½ per cent. in January, \$142,866.50, and one of 4 per cent. in July, \$163,276.00.

Paid in dividends, cash,	<u>\$306,142 50</u>
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MINERAL RIDGE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
William Flinn,	President,	Pittsburgh, Pa.
George W. Rowley,	Secretary,	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
H. P. Ford,	Pittsburgh, Pa.	George W. Rowley, . . .	Pittsburgh, Pa.
Robert S. Frazer,	Pittsburgh, Pa.	J. W. Smith,	Pittsburgh, Pa.
R. C. McCance,	Pittsburgh, Pa.		

GENERAL INFORMATION.

Name of road : Mineral Ridge Railroad.

By whom operated : Road not yet constructed.

The general offices of the company are located at Pittsburgh, Pa.

For information concerning this report, address George W. Rowley, No. 305 Ross street, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Name of company, Mineral Ridge Railroad Company ; date of incorporation, June 13, 1888 ; company organized June 16, 1888 ; the road has not yet been constructed.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Par value of each share,	50 00

CHARACTERISTICS OF ROAD.

MAIN LINE (Proposed).

Length of main line, from North Sewickley to Spangler, 4 miles.

MONONGAHELA CONNECTING RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Henry A. Laughlin,	President,	Pittsburgh, Pa.
Jas. Laughlin, Jr.,	Secretary and Treasurer, . .	Pittsburgh, Pa.
John D. McKennan,	General Solicitor,	Pittsburgh, Pa.
W. G. Wilkins,	Chief Engineer,	Pittsburgh, Pa.
W. C. Quincy,	General Manager,	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
B. F. Jones,	Pittsburgh, Pa.	Willis L. King,	Pittsburgh, Pa.
T. M. Jones,	Pittsburgh, Pa.	Wm. L. Jones,	Pittsburgh, Pa.
Geo. M. Laughlin,	Pittsburgh, Pa.	H. A. Laughlin,	Pittsburgh, Pa.
John D. McKennan,	Pittsburgh, Pa.		

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

The general offices of the company are located at Pittsburgh, Pa.
For information concerning this report, address W. C. Quincy, General Manager.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Given in previous reports.

CAPITAL STOCK.

Amount authorized by law,	\$300,000 00
Amount authorized by votes of company,	300,000 00
Amount subscribed,	300,000 00
Amount now paid in, common,	300,000 00
Number of shares issued,	3,000
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due January 1, 1907; bear interest at 6 per cent., which is payable semi-annually), amount,	\$200,000 00
Total amount of funded debt,	\$200,000 00

UNFUNDED DEBT.

Unfunded debt incurred for construction, equipment or purchase of property,	\$13,200 00
Total amount of unfunded debt,	13,200 00
Total amount of funded and unfunded debt,	\$213,200 00

DEBT—CONTINUED.

Funded debt as per last report,	\$87,000 00	
Unfunded debt as per last report,	100,000 00	
Total cash realized from capital stock and debt,		\$513,200 00

COST.

Cost of roads owned to December 31, 1887,	\$478,748 45	
Cost of additions for the year ending December 31, 1888,	60,858 03	
Total cost of roads owned to date,		\$539,606 48
Cost of equipment owned to December 31, 1887,	\$17,290 00	
Cost of equipment additions for the year ending December 31, 1888,	3,111 75	
Total cost of equipment owned,		\$20,401 75
Total cost of roads and equipment,	\$560,008 23	
Proportion of same for Pennsylvania,	560,008 23	

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

West Branch extended 4,200 feet, and put in operation November 17, 1888.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Ormsby station, P. V. and C. R. R. to Pitts Junction Railroad,	1.05	1.05
Length of single main track, . . . . .	.72	.72
BRANCHES.		
South Side branch, from main line to Twenty-sixth street, . . . . .	.35	.35
North Side branch, from main line to junction railroad, . . . . .	.72	.72
Incline branch, from North Side to river, . . . . .	.09	.09
Westerly branch of North Side branch, from main line to near lock No. 1, . . . . .	.95	.95
Easterly branch of North Side branch, from main line to Glenwood,	1.80	1.80
SUMMARY.		
Length of main line,	1.05	1.05
Length of branches owned by the company,	3.91	3.91
Total length of all roads owned, leased and operated,	4.96	4.96

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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TRACK.

Miles of track laid with steel rail on lines owned, leased or operated,	3.51
Weight of rail per yard, steel,	60 lbs.

BRIDGES AND TRESTLES.

Iron bridges, number of, 1; length,	1,040 feet.
Wooden trestles, number of, 2; aggregate length,	1,576 feet.
Total length of bridges and trestles,	2,616 feet.

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth,	5
Number of grade crossings at which gates or flagmen are maintained,	3

CHARACTERISTICS OF ROAD—CONTINUED.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	4	\$5,070 00
Freight cars, 8-wheel,	10	400 00
Hand cars and hand trucks,	1	33 00

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF FREIGHT.

January, 1888,	\$4,142 43
February, 1888,	3,068 94
March, 1888,	4,108 40
April, 1888,	4,561 50
May, 1888,	4,045 66
June, 1888,	6,289 47
July, 1888,	5,544 05
August, 1888,	5,629 78
September, 1888,	5,489 83
October, 1888,	5,694 06
November, 1888,	4,991 74
December, 1888,	7,599 28
Total,	<u>\$61,165 14</u>

RECAPITULATION.

Total freight earnings for the year,	\$61,165 14
Proportion of earnings in Pennsylvania to earnings of whole line,	<u>61,165 14</u>

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Extension or alteration of road,	\$57,729 27
Land or land damages,	1,775 00
New locomotives, number of, 1,	3,000 00
New hand cars and hand trucks, number of, 1,	33 00
New wood and water stations (including water tanks),	784 83
Any other expenditures chargeable to this account,	78 75
Total,	<u>\$63,400 85</u>
Proportion for Pennsylvania,	<u>63,400 85</u>

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Clerks,	\$420 00
Dispatchers,	1,350 00
Insurance,	300 00
Stationery and printing,	334 91
Conducting transportation,	3,676 65
Total,	<u>\$6,081 56</u>

MOTIVE POWER.

Enginemen and firemen, freight,	\$972 88
Fuel for locomotives,	1,609 87
Locomotives, repairs of,	2,572 34
Oil for locomotives and waste,	643 84
Sand for locomotives,	267 05
Water and rent of buildings,	2,000 00
Total,	<u>\$8,065 98</u>

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MAINTENANCE OF WAY.	
Road-bed, repairs of, labor and material,	\$2,014 38
MAINTENANCE OF CARS.	
Cars, repairs of freight,	\$714 93
GENERAL EXPENSES.	
Total,	\$5,639 31
EARNINGS—SUMMARY.	
Freight transportation, local,	\$61,165 14
EXPENSES—SUMMARY.	
Conducting transportation,	\$6,081 56
Motive power,	8,065 93
Maintenance of way,	2,014 38
Maintenance of cars,	714 93
General expenses,	5,639 31
Total operating expenses,	\$22,516 17

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Construction and right of way of main line and branches,	\$539,606 48
Equipment,	20,401 75
Due from other railroads,	12,767 00
Cash,	2,873 65
Total,	\$575,648 88
LIABILITIES.	
Capital stock,	\$300,000 00
Funded debt,	200,000 00
Unfunded debt,	13,200 00
Accounts payable,	11,660 79
Surplus,	50,788 09
Total,	\$575,648 88

MONT ALTO RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Thomas B. Kennedy,	President,	Chambersburg, Pa.
Edward B. Wiestling,	Secretary and Treasurer, .	Mont Alto, Pa.
George B. Wiestling,	Chief Engineer and Gen. Sup't,	Mont Alto, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Thomas B. Kennedy, . .	Chambersburg, Pa.	George B. Wiestling, . .	Mont Alto, Pa.
John Stewart,	Chambersburg, Pa.	E. B. Dwight,	Philadelphia, Pa.
Chauncey Ives,	Chambersburg, Pa.	Wm. J. Barr,	Philadelphia, Pa.
J. F. Boyd,	Chambersburg, Pa.		

GENERAL INFORMATION.

Name of road: Mont Alto Railroad.
By whom operated: Mont Alto Railroad Company.
By what authority: Laws of Pennsylvania.
The general offices of the company are located at Mont Alto, Franklin county, Pa.
For information concerning this report, address Thomas B. Kennedy, President, Chambersburg, Pa.
How are the passenger cars on your road heated, lighted and ventilated: Heated by stoves, lighted by kerosene and ventilated by patent ventilators.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered 27th October, 1870.
Original name: Scotland and Mont Alto Railroad.

CAPITAL STOCK.

Amount authorized by law,	\$500,000 00
Amount authorized by votes of company,	110,000 00
Amount subscribed,	110,000 00
Amount now paid in, common,	110,000 00
Number of shares issued,	4,400
Amount paid in on each share,	25 00
Par value of each share,	25 00

DEBT.

FUNDED DEBT.

First bonds (due December, 1896; bear interest at 6 per cent., which is payable June and December), amount,	\$125,000 00
No interest has been paid on these bonds since December, 1877.	
Total amount of funded debt, with interest from 1877,	\$125,000 00
Total cash realized from capital stock and debt,	\$235,000 00

COST.

Cost of roads owned to December 31, 1887,	\$218,204 75
Total cost of roads owned to date,	218,204 75
Average of same per mile of road laid,	10,970 57
Average of same per mile of single track,	10,970 57
Proportion of same for Pennsylvania,	10,970 57
Cost of equipment owned to December 31, 1887,	16,795 25
Total cost of equipment owned,	16,795 25
Average cost of equipment per mile of road owned by the company,	844 41
Average cost of equipment per mile of road operated by company,	844 41
Proportion of same for Pennsylvania,	844 41
Cost of road and equipment per mile (of road owned by company),	21,814 98
Proportion of same for Pennsylvania,	21,814 98
Total cost of road and equipment, as represented by stock and bonds,	235,000 00
Proportion of same for Pennsylvania,	235,000 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Waynesboro', Pa., to Junction with Cumberland Valley Railroad,	17.89	17.89
SUMMARY.		
Length of main line,	17.89	17.89
Length of sidings and other tracks not above enumerated,	2	2
Length of all tracks,	19.89	19.89

GAUGE.

Gauge of lines,	4 ft. 9 in.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	8.25	8.25
Miles of track laid with iron rail on lines owned, leased or operated,	11.64	11.64

Weight of rail per yard, {	Steel,	56 lbs.
	Iron,	50 and 56 lbs.

TELEGRAPH LINES.

Length of lines in miles, $19\frac{1}{4}$; in Pennsylvania,	$19\frac{1}{4}$
Number of miles of wire, $20\frac{1}{2}$; in Pennsylvania,	$20\frac{1}{2}$

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	12
Wooden bridges, number of, 3; aggregate length,	118 $\frac{5}{8}$ feet.
Iron bridges, number of, 8; aggregate length,	279 $\frac{1}{6}$ feet.
Wooden trestles, 1; length,	456 feet.
Total length of bridges and trestles,	854 feet.

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth,	19
Number of crossings at which there are neither gates nor flagmen,	19

CHARACTERISTICS OF ROAD—CONTINUED.

Statement of regulations governing employes in regard to these crossings: Rule 46—The engine bell must be rung for a quarter of a mile before reaching every road crossing at grade, and until it is passed, and the whistle must be sounded at all whistle posts.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	6	6
Number of engine houses and shops owned by the company,	2	2
Number of fuel and water stations on main line,	2	2

Material of foundation upon which track is laid: Broken stone and cinder ballast, oak cross-ties.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	2	\$6,383 50
Total passenger cars,	3	1,283 33
Cars, roadway department, 4-wheel,	5	.. . . .
Hand cars and hand trucks,	3	59 42

Train brake in use: Westinghouse air on passenger trains; hand brake on freight trains.

Average number of cars in passenger trains, including mail, express and baggage cars,	2.8
Average number of cars in freight trains,	7.4

EMPLOYES.

Average number of persons regularly employed by company, including officials,	34
Same in Pennsylvania,	34

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	28,343
Number of miles run by freight and coal trains,	7,894
Total number of miles run,	36,237
Number of passengers carried one mile in Pennsylvania,	704,490
Number of tons of 2,000 pounds of through and local freight for the year on main road,	33,060.672
Number of tons of freight carried one mile,	462,840
Number of tons of freight carried one mile in Pennsylvania,	462,840
Gross amount of tonnage for the year (2,000 pounds per ton),	33,060.672
Average rate of speed adopted by ordinary passenger and express trains, including stops (miles per hour),	22.6
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite and bituminous coal and coke, 9,898. 380	Agricultural products, 2,250.1615
Petroleum and other oils, 92. 800	Merchandise and manufactures, 5,388. 258
Pig and railroad iron and other iron or castings, 6,554.1343	Live stock, 23.1200
Iron and other ores, 4,952.1395	Lumber, 2,930. 683
Stone and lime, 969. 998	Total, 33,060. 672

DOINGS OF THE YEAR—CONTINUED.

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal and local freight and coal, per ton per
mile,

.02 cents

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.	LOCAL.	TOTAL.	AMOUNT.
January, 1888,	348	940	1,288	\$322 6
February, 1888,	472	1,049	1,521	365 8
March, 1888,	490	1,290	1,780	438 6
April, 1888,	667	1,382	2,049	478 1
May, 1888,	523	1,694	2,217	480 5
June, 1888,	540	2,289	2,829	542 9
July, 1888,	674	9,704	10,378	1,503 5
August, 1888,	1,608	22,012	23,620	2,922 7
September, 1888,	624	7,448	8,072	1,192 7
October, 1888,	719	1,178	2,197	539 2
November, 1888,	743	2,186	2,929	682 1
December, 1888,	518	1,862	2,380	661 1
Total,	7,926	53,334	61,260	\$10,130 3

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS
FOLLOWS:

For all classes,01_³/_{¹⁶} cent.

$.01_{1\over 0}^3$ cents

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	AMOUNT.
January, 1888,	2,668	\$668 3
February, 1888,	2,425	605 6
March, 1888,	2,685	797 8
April, 1888,	2,985	804 2
May, 1888,	1,856	564 6
June, 1888,	2,309	615 7
July, 1888,	2,520	748 8
August, 1888,	2,930	945 7
September, 1888,	3,856	1,213 6
October, 1888,	3,026	818 0
November, 1888,	2,910	792 6
December, 1888,	2,891	797 3
Total,	33,060	\$9,372 8

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888, . . . . .	. . . . .	\$46 25	. . . . .	\$46 25
February, 1888, . . . . .	. . . . .	35 67	. . . . .	35 67
March, 1888,	\$270 26	50 02	. . . . .	320 28
April, 1888, . . . . .	. . . . .	53 76	. . . . .	53 76
May, 1888,	270 26	51 67	. . . . .	321 93
June, 1888, . . . . .	. . . . .	61 66	\$6 33	67 99
July, 1888, . . . . .	. . . . .	70 92	10 22	81 14
August, 1888,	270 26	105 89	45 06	421 21
September, 1888, . . . . .	. . . . .	112 97	5 10	118 07
October, 1888, . . . . .	. . . . .	57 50	. . . . .	57 50
November, 1888, . . . . .	. . . . .	52 86	. . . . .	52 86
December, 1888,	270 26	70 03	. . . . .	340 29
Total,	\$1,081 04	\$769 20	\$66 71	\$1,916 95

EARNINGS FOR THE YEAR—CONTINUED.

RECAPITULATION.

Total passenger earnings for the year,	\$10,130 39
Total freight earnings for the year,	9,372 88
Total earnings from all other sources,	1,916 95
Total earnings for the year,	<u>\$21,420 22</u>
Proportion of earnings in Pennsylvania to earnings of whole line,	<u>\$21,420 22</u>

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Agents, all trainmen and clerks,	\$6,400 64
Expenses of stations and incidentals,	221 49
Insurance,	266 00
Stationery and printing,	114 95
Stations, repairs of and furniture for,	80 53
Taxes on stations, and taxes "State,"	201 29
Total,	<u>\$7,284 90</u>

MOTIVE POWER.

Fuel for heating and for locomotives,	\$3,123 69
Locomotives, repairs of and rolling stock,	2,437 59
Oil for locomotives, waste and tallow,	226 46
Total,	<u>\$5,787 74</u>

MAINTENANCE OF WAY.

Bridges, repairs of,	\$417 29
Expenses on property,	400 19
Telegraph, repairs of,	52 46
Track, repairing,	4,590 19
Total,	<u>\$5,460 13</u>

GENERAL EXPENSES.

Salary of treasurer,	<u>\$500 00</u>
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EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$10,130 39
Freight transportation, local and through,	9,372 88
Mail service, \$1,081.04; express service, \$769.20; total,	1,850 24
Miscellaneous,	66 71
Total,	<u>\$21,420 22</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$7,284 90
Motive power,	5,787 74
Maintenance of way,	5,460 13
General expenses,	500 00
Total operating expenses,	<u>\$19,032 77</u>

Operating expenses, 88.8 per cent. of earnings :

Earnings per mile of road operated,	\$1,203 38
Expenses per mile of road operated,	1,069 26
Net earnings,	<u>134 12</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Road and equipment as represented by stock and bonds,	\$235,000 0
	<u>\$235,000 0</u>

LIABILITIES.

Capital stock,	\$110,000 0
Bonds,	125,000 0
	<u>\$235,000 0</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express Company 40 per cent. of transportation.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service : \$1,081.04 per year.

MONTOUR RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
William McCreery,	President,	Allegheny City, Pa.
William M. Short,	Secretary and Treasurer, . .	Ingram, Pa.
William B. Rodgers,	General Solicitor,	Allegheny City, Pa.
C. A. Cooper,	Chief Engineer,	Allegheny City, Pa.
M. A. Andrews,	General Manager,	Allegheny City, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
William McCreery, . . .	Allegheny City, Pa.	George A. Berry,	Pittsburgh, Pa.
John A. Caughey,	Allegheny City, Pa.	William M. Short,	Ingram, Pa.
W. B. Rodgers,	Allegheny City, Pa.	W. C. Andrews,	New York.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount authorized by votes of company,	100,000 00
Amount now paid in,	100,000 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Total amount of unfunded debt,	\$200,000 00
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CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Montour Junction to Imperial, Pa.,	11½	11½

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	11	11

CHARACTERISTICS OF ROAD—CONTINUED.

STATIONS.	TOTAL.	IN PENN'A.
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	2	2

EQUIPMENT.

Locomotives, number of,	2
Total passenger cars, number of,	1

DOINGS OF THE YEAR.

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal and coke,	208,898
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EARNINGS FOR THE YEAR.

From transportation of passengers,	\$4,297 14
From transportation of freight,	18,966 87

RECAPITULATION.

Total passenger earnings for the year,	\$4,297 14
Total freight earnings for the year,	18,966 87
Total earnings from all other sources,	2,175 54
Total earnings for the year,	\$25,439 55

EXPRESS COMPANIES.

Names of express companies that run on the road : American.

MONTROSE RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
James I. Blakslee,	President,	Mauch Chunk.
John R. Raynsford,	Secretary,	Montrose.
T. G. Watter,	Division Superintendent,	Tunkhannock.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Robert Klotz,	Mauch Chunk.	Samuel H. Sayre,	Montrose.
Charles O. Sheen,	Mauch Chunk.	John S. Tarbell,	Montrose.
S. D. Thomas,	Springville.	Sylvester Tyler,	Dimock.
H. D. Sherman,	Springville.	Benjamin F. Blakslee,	Lynn.
C. M. Gear,	Montrose.	Paul Billings,	Tunkhannock.
William J. Mulford,	Montrose.	C. D. Gearhart,	Tunkhannock.

Date of annual meeting for election of directors: First Monday after second Tuesday.

GENERAL INFORMATION.

Name of road : Montrose Railway.

By whom operated : Montrose Railway Company.

By what authority : Charter.

The general offices of the company are located at Mauch Chunk.

For information concerning this report, address Asa P. Blakslee, Treasurer, Mauch Chunk.

How are the passenger cars on your road heated, lighted and ventilated? Stoves, oil lamps, same as ordinary passenger cars, by ventilators in roof.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, March 17, 1871. Supplement, April 3, 1871. Organization, April 15, 1869. Final organization, April 27, 1871.

The following persons were duly elected : James I. Blakslee, President ; W. H. Cooper, Samuel H. Sayre, H. K. Sherman, Samuel Slack, C. L. Brown, C. M. Gear, D. Thomas, G. E. Palen, W. H. Jessup, S. Tyler, B. F. Blakslee and Felix Anshart as directors. At first meeting, held May 2, 1871, a corps of engineers was selected, and location made by them. About seventeen miles were completed, so as to allow trains to run in the winter of 1872 and 1873. In 1873 the grading was completed to within a mile of Montrose, and trains ran to Allens in 1874, about 2½ miles from Montrose, and in the same year the road was completed to a point within the borough limits of Montrose, and in 1876 was finished to its present terminus.

CAPITAL STOCK.

Amount authorized by law,	\$500,000 00
Amount subscribed,	319,700 00
Amount now paid in, common,	304,900 00
Number of shares issued,	6,028
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

Total cash realized from capital stock and debt,	\$345,382 80
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COST.

Cost of roads owned to December 31, 1887,	\$332,741 10
Total cost of roads owned to date,	332,741 10
Average of same per mile of single track,	11,883 60
Proportion of same for Pennsylvania,	11,883 60
Cost of equipment owned to December 31, 1887,	41,308 10
Total cost of equipment owned,	41,308 10
Average cost of equipment per mile of road owned by the company,	1,475 20
Cost of road and equipment per mile (of road owned by company),	13,358 90
Total cost of roads and equipment,	374,049 30

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Montrose to Tunkhannock,	28	2
SUMMARY.		
Length of main line,	28	2

GAUGE.

Gauge of lines,	3 ft
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with iron rail on lines owned, leased or operated,	28	2
Weight of rail per yard, iron,		40 lbs

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	
Iron bridges, number of, 1 ; length,	90 feet

CROSSINGS.

Number of crossings of highways at grade in this Commonwealth,	2
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Statement of regulations governing employ es in regard to these crossings: These are all "country crossings."

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	13	1
Number of engine houses and shops owned by the company,	3	
Number of fuel and water stations on main line,	5	

Material of foundation upon which track is laid : Gravel and earth, gravel ballast

CHARACTERISTICS OF ROAD—CONTINUED.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	2	\$8,625 00
Passenger cars, first-class,	1	3,000 00
Passenger cars, second-class,	1	2,500 00
Total passenger cars,	2	.....
Mixed car, mail compartment in baggage car,	2	2,000 00
Freight cars, 8-wheel,	22	250 00
Hand cars and hand trucks,	4	50 00

Train brake in use : Hand. All trains are run mixed.	
Average number of cars in freight trains,	3
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	45

EMPLOYES.

Average number of persons regularly employed by company, including officials,	25
Same in Pennsylvania,	25

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains, total, . .	35,000
Number of passengers carried one mile in Pennsylvania,	300,771
Number of tons of 2,000 pounds of through and local freight for the year on main road,	13,620.63
Number of tons of freight carried one mile,	308,695.74
Gross amount of tonnage for the year (2,000 pounds per ton),	13,620.63
Average rate of speed adopted by ordinary passenger, express and freight trains, including stops (miles per hour),	14

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	5,101.95	Other articles,	7,479.39
Lumber,	1,039.29	Total,	13,620.63

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For local freight and coal, per ton per mile,054 +
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	AMOUNT.
December, 1887,	760	\$465 15
January, 1888,	521½	345 89
February, 1888,	617	359 74
March, 1888,	703	420 42
April, 1888,	874	502 04
May, 1888,	929½	477 97
June, 1888,	1,469½	479 03
July, 1888,	3,714	962 92
August, 1888,	6,296	1,703 46
September, 1888,	1,697	762 78
October, 1888,	1,711½	777 80
November, 1888,	898	548 55
Total,	20,191	\$7,805 75

EARNINGS FOR THE YEAR—CONTINUED.

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS
FOLLOWS:

For first-class through and way passengers,0259 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	AMOUNT.
December, 1887,	1,450.35	\$1,794 85
January, 1888,	1,322.79	1,518 44
February, 1888,	1,401.76	1,695 02
March, 1888,	1,136.44	1,427 99
April, 1888,	910.62	1,068 39
May, 1888,	903.69	1,171 63
June, 1888,	830.44	1,081 61
July, 1888,	1,161.16	1,513 35
August, 1888,	1,152.63	1,466 82
September, 1888,	1,062.11	1,407 23
October, 1888,	1,227.26	1,569 80
November, 1888,	1,061.38	1,260 35
Total	13,620.63	\$16,975 48

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
December, 1887,		\$92 80		
January, 1888,		48 44		
February, 1888,	\$311 11	37 59		
March, 1888,		38 67		
April, 1888,		51 24		
May, 1888,		73 71		
June, 1888,	289 33	87 55		
July, 1888,		88 36		
August, 1888,	311 11	83 44		
September, 1888,		86 23		
October, 1888,		116 17		
November, 1888,	311 11	146 60	\$20 00	
Total,	\$1,222 66	\$950 80	\$20 00	\$2,193 46

RECAPITULATION.

Total passenger earnings for the year,	\$7,805 75
Total freight earnings for the year,	16,975 48
Total earnings from all other sources,	2,193 46
Total earnings for the year,	\$26,974 69

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Agents, baggage masters, brakemen, cleaning cars, car furniture and fixtures, car service, clerks, conductors and train agents and dis- patchers,	\$4,703 96
Labor at stations, transfer,	184 71
Loss and damage,	1 55
Mail expenses,	33 00
Overcharges,	93 31
Repairs water tanks,	13 22
Stationery and printing, for whole service,	107 68
Taxes, State, county and local,	262 24
Yardage of stock,	109 26
Total,	\$5,508 93

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

Fuel for locomotives and whole service,	\$1,936 17
Locomotives, repairs of, and cars,	1,399 42
Oil for locomotives and whole service,	246 33
Total,	<u>\$3,581 92</u>

MAINTENANCE OF WAY.

Ballast, repairs of bridges, repairs of cars (in M. of W. service), clerks, cross-ties, expenses on property, foremen, tool and watch- houses, repairs of, frogs, incidentals, oil, tallow, waste, etc., iron rails, steel rails, repairs of road-bed, labor and material, removing snow and ice, spikes, splices, stationery and printing, superintend- ents and supervisors, switches, taxes on real estate for road, repairs of telegraph, tools and repairs of tools, repairing track, watchmen, total,	<u>\$11,716 41</u>
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GENERAL EXPENSES.

Salaries of president and other officers,	<u>1,100 00</u>
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EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$7,805 75
Freight transportation, local and through,	16,975 48
Mail service, \$1,222.66; express service, \$950.80; total,	2,173 46
Miscellaneous, rents,	20 00
Total,	<u>\$26,974 69</u>

EXPENSES—SUMMARY.

Conducting transportation, etc.,	\$5,508 93
Motive power and cars,	3,581 92
Maintenance of way,	11,716 41
General expenses,	1,100 00
Total operating expenses,	<u>\$21,907 26</u>
Operating expenses, 80 ³ / ₁₀ per cent. of earnings.	
Earnings per mile of road operated,	\$963 38
Expenses per mile of road operated,	782 40
Net earnings,	<u>5,047 43</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction account,	\$332,711 18
Equipment account,	41,308 13
Cooper, W. H., (est.),	1,094 74
Gearhardt, C. H.,	29 33
Cash,	8,888 73
	<u>\$384,032 11</u>

LIABILITIES.

Capital stock,	\$304,900 00
Capital stock, "part paid,"	2,527 21
Profit and loss,	76,604 90
	<u>\$384,032 11</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : Adams Express Company ; one-sixth of revenue.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service : \$311.11 quarterly, subject to deduction for delays.

STOCK AND DIVIDENDS.

Balance for the year, or surplus, \$5,067.43—\$29.33=,	\$5,038 10
Surplus at commencement of the year,	3,850 63
Total surplus,	<u>\$8,888 73</u>

MOUNT CARBON AND PORT CARBON RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Austin Corbin,	President,	Philadelphia.
P. C. Hollis,	Secretary and Treasurer,	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
A. J. Antelo,	Philadelphia.	A. A. McLeod,	Philadelphia.
Thomas Cochran,	Philadelphia.	P. C. McLeod,	Philadelphia.
Samuel R. Shipley,	Philadelphia.	W. R. Taylor,	Philadelphia.

Date of annual meeting for election of directors, December 31, 1888 (last Monday).

GENERAL INFORMATION.

Name of road : The Mount Carbon and Port Carbon Railroad.

By whom operated : The Philadelphia and Reading Railroad Company.

By what authority : By lease for 50 years, dated March 5, 1860.

The general offices of the company are located at No. 407 Library street, Philadelphia.

For information concerning this report, address P. C. Hollis, Treasurer.

How are the passenger cars on your road heated, lighted and ventilated? Not known to lessor.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Mount Carbon and Port Carbon Railroad Company was incorporated by act approved July 16, 1842.

CAPITAL STOCK.

Amount authorized by law,	\$282,350 00
Amount subscribed,	282,350 00
Amount now paid in, common,	282,350 00
Number of shares issued,	5,647
Amount paid in on each share,	50 00
Par value of each share,	50 00

COST.

Cost of roads owned to December 31, 1887,	\$282,815 45
Total cost of roads owned to date,	282,815 45

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mount Carbon to Port Carbon,	2.5	2.5
Length of single main track,	2.5	2.5
Length of second main track,	2.5	2.5
SUMMARY.		
Length of main line,	2.5	2.5
Total length of all roads owned, leased and operated,	2.5	2.5
Length of second track,	2.5	2.5
Length of sidings and other tracks not above enumerated,	13.9	13.9
Length of all tracks,	18.9	18.9

Gauge of lines, GAUGE. 4 ft. 8½ ins

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	5.2	5.2
Miles of track laid with iron rail on lines owned, leased or operated, .	13.7	13.7

Weight of rail per yard, { Steel, 68 and 70 lbs
 { Iron, 56, 60, 64, 68 and 70 lbs

BRIDGES AND TRESTLES.	
Number of bridges and trestles on lines owned by the company, . .	1
Wooden bridges, aggregate length,	294 feet
Stone bridges, aggregate length,	17 feet
Wooden trestles, aggregate length,	300 feet
Iron trestles, aggregate length,	180 feet
Total length of bridges and trestles,	791 feet

CROSSINGS.
Railroads crossing lines owned by the company either over or under grade in this Commonwealth: Pennsylvania Schuylkill Valley Railroad, at Port Carbon Junction; Pennsylvania Schuylkill Valley Railroad, at Tumbling Run crossing.
Number of crossings of highways at grade in this Commonwealth, .
Number of crossings of highways over railroad,
Number of crossings at which gates or flagmen are maintained, . .
Number of crossings at which there are neither gates nor flagmen, .

STATIONS.	TOTAL.	IN PENN'A.
Number of engine houses and shops owned by the company,	5	5
Number of fuel and water stations on main line,	3	3

Material of foundation upon which track is laid: Wooden cross-ties and cinder ballast.

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Railroad,	\$261,186 30
Real estate,	21,629 15
Cash,	2,080 07
	<u>\$284,895 52</u>
LIABILITIES.	
Capital stock,	\$282,350 00
State tax,	1,694 10
Unpaid dividends,	11 25
Revenue account,	840 17
	<u>\$284,895 52</u>

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: January, 1888, 6 per cent. ; July, 1888, 6 per cent.	
Paid in dividends, stock and cash,	\$33,882 00

MT. PLEASANT AND BROAD FORD RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. B. Washington,	President,	Pittsburgh, Pa.
Welty McCullogh,	Secretary and Treasurer, . .	Greensburg, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Robert Garrett,	Baltimore, Md.	John Bissell,	Pittsburgh, Pa.
Samuel Spencer,	Baltimore, Md.	C. L. Fitzhugh,	Pittsburgh, Pa.
Mendes Cohen,	Baltimore, Md.	J. B. Caven,	Pittsburgh, Pa.
J. V. Patton,	Pittsburgh, Pa.	J. B. D. Meeds,	Pittsburgh, Pa.
John B. Jackson,	Pittsburgh, Pa.	A. R. Banning,	Connellsville, Pa.
Johns McCleave,	Pittsburgh, Pa.	O. P. Shupe,	Mt. Pleasant, Pa.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : Mt. Pleasant and Broad Ford Railroad.

By whom operated : Baltimore and Ohio Railroad Company, lessee of the Pittsburgh and Connellsville Railroad Company, the lessee of this company.

By what authority : By virtue of lease.

The general offices of the company are located at Pittsburgh, Pa.

For information concerning this report, address J. B. Washington, Pittsburgh, Pa.

How are the passenger cars on your road heated, lighted and ventilated? Heated, some by stoves, some by steam; lighted by lamps; ventilated by deck windows.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Mt. Pleasant and Broad Ford Railroad Company. Organized May 16, 1870. Act of February 19, 1849; act of April 6, 1870, State of Pennsylvania.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount subscribed,	152,500 00
Amount now paid in, common,	150,500 00
Number of shares issued	3,010
Amount paid in on each share,	50 00
Par value of each share,	50 00

COST.

Cost of roads owned to date,	\$201,669 69
Average of same per mile of road laid, 9.7,	20,790 72
Proportion of same for Pennsylvania,	201,669 69

Line leased to Pittsburgh and Connellsville Railroad Company, which is leased to Baltimore and Ohio Railroad Company. Equipment furnished by lessee.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Broad Ford, Pa., to Mt. Pleasant, Pa., . . .	9.70	9.70
SUMMARY.		
Length of main line.	9.70	9.70
Length of sidings and other tracks not above enumerated,	2.50	2.50
Length of all tracks,	12.20	12.20

GAUGE.	
Gauge of lines,	4 ft. 8½ ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	9.70	9.70
Miles of track laid with iron rail on lines owned, leased or operated, .	2.50	2.50
	12.20	12.20

Weight of rail per yard, { Steel,	67 lbs.
{ Iron,	60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 9.7; in Pennsylvania,	9.7
Number of miles of wire, 29.1; in Pennsylvania,	29.1

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	10
Wooden bridges, number of, 3; aggregate length,	48 feet
Iron bridges, number of, 5; aggregate length,	129 feet
Wooden trestles, number of, 2; aggregate length,	94 feet
Total length of bridges and trestles,	271 feet

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth : Southwest Pennsylvania Railroad, at Everson, Pa.; Southwest Pennsylvania Railroad, at Mt. Pleasant, Pa.

Number of crossings of highways at grade in this Commonwealth, .	28
Number of crossings at which there are neither gates nor flagmen, .	28

Statement of regulations governing employés in regard to these crossings: See report of Pittsburgh and Connellsville Railroad Company.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line,	2	2
Number of fuel and water stations on main line,	1	1

Material of foundation upon which track is laid: Cross-ties imbedded in broken stone ballast.

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of passengers carried one mile in Pennsylvania,	626,978
Number of tons of 2,000 pounds of through freight for the year on main road,	387,187
Number of tons of 2,000 pounds of local freight for the year,	7,902
Number of tons of freight carried one mile,	2,004,199
Number of tons of freight carried one mile in Pennsylvania,	2,004,199
Gross amount of tonnage for the year (2,000 pounds per ton),	395,089
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	20
Average rate of speed adopted by express trains, including stops (miles per hour),	25
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

THE AMOUNT OF FREIGHT IN TONS OF 2,000 POUNDS.

Bituminous coal and coke,	363,648	Agricultural products,	109
Petroleum and other oils,	450	Merchandise and manufactures,	3,729
Pig iron,	3,462	Live stock,	13
Railroad iron,	45	Lumber,	7,508
Other iron or castings,	4,586	Other articles,	2,134
Iron and other ores,	6,925		
Stone and lime,	2,480	Total,	395,089

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

Average rate per ton per mile,	0.55 cents
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
October, 1887,	12,635	57,154	\$539 81
November, 1887,	12,771	58,055	570 21
December, 1887,	12,838	57,380	539 21
January, 1888,	10,768	51,850	484 56
February, 1888,	11,223	49,503	505 04
March, 1888,	9,275	41,738	417 40
April, 1888,	11,500	53,805	517 47
May, 1888,	11,544	54,467	480 02
June, 1888,	10,228	50,486	438 52
July, 1888,	10,967	54,296	514 71
August, 1888,	10,262	46,491	456 09
September, 1888,	10,575	51,753	534 45
Total,	134,586	626,978	\$5,997 49

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE AS FOLLOWS:

Average rate per passenger per mile,	0.95 cents
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EARNINGS FOR THE YEAR—CONTINUED.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	MILES.	AMOUNT.
October, 1887,	40,916	201,443	\$1,006 64
November, 1887,	35,682	172,004	906 54
December, 1887,	37,927	172,402	1,177 85
January, 1888,	36,045	179,218	921 14
February, 1888,	27,763	149,924	686 52
March, 1888,	26,073	156,507	746 43
April, 1888,	27,766	175,609	775 72
May, 1888,	35,751	166,322	899 21
June, 1888,	32,284	141,106	790 53
July, 1888,	24,032	124,436	538 86
August, 1888,	30,841	166,013	1,210 11
September, 1888,	40,009	199,215	1,446 45
Total,	395,089	2,004,199	\$11,106 00

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	TOTALS.
October, 1887,	\$36 97	\$20 97	\$57 94
November, 1887,	39 98	27 04	64 02
December, 1887,	36 68	24 87	61 85
January, 1888,	36 97	18 35	55 32
February, 1888,	36 98	23 68	60 66
March, 1888,	36 97	16 37	53 34
April, 1888,	36 98	15 73	52 71
May, 1888,	36 98	23 49	60 47
June, 1888,	36 97	18 19	55 16
July, 1888,	36 98	21 66	58 64
August, 1888,	36 98	20 43	57 41
September, 1888,	36 98	21 13	58 11
Totals,	\$443 72	\$251 91	\$695 63

RECAPITULATION.

Total passenger earnings for the year,	\$5,997 49
Total freight earnings for the year,	11,106 00
Total earnings from all other sources,	695 63
Total earnings for the year,	\$17,799 12
Total receipts from all sources on whole length of line,	\$17,799 12
Proportion of earnings in Pennsylvania to earnings of whole line,	17,799 12

EXPENDITURES FOR OPERATING DURING THE YEAR.

GENERAL EXPENSES.

General expenses,	\$91 48
Salaries of president and other officers,	72 84
Taxes on real estate,	524 04
Total,	\$688 36

EARNINGS—SUMMARY.

Passenger transportation,	\$5,997 49
Freight transportation,	11,106 00
Mail service, \$443.72; express service, \$251.91; total,	695 63
Total,	\$17,799 12

EXPENSES—SUMMARY.

General expenses,	\$688 36
Total operating expenses,	688 36
Operating expenses, .0386 per cent. of earnings.	
Earnings per mile of road operated,	\$1,834 96
Expenses per mile of road operated,	70 97
Net earnings,	17,110 76

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$201,669 69
Due from other corporations, etc.,	505,458 06
	707,127 75

LIABILITIES.

Capital stock,	\$150,500 00
Profit and loss,	556,627 75
	\$707,127 75

EXPRESS COMPANIES.

Names of express companies that run on the road: United States Express Company.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$443.72. See "Earnings from all other sources."

MOUNT PLEASANT AND LATROBE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
H. C. Frick,	President,	Pittsburgh, Pa.
G. B. Bosworth,	Secretary and Treasurer, . . .	Pittsburgh, Pa.
W. F. McCook,	General Solicitor,	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
H. C. Frick,	Pittsburgh, Pa.	W. F. McCook,	Pittsburgh, Pa.
Walton Ferguson,	Stamford, Conn.	G. B. Bosworth,	Pittsburgh, Pa.
E. M. Ferguson,	Pittsburgh, Pa.	C. H. Spencer,	Pittsburgh, Pa.

Date of annual meeting for election of directors, second Monday of January.

GENERAL INFORMATION.

Name of road : Mount Pleasant and Latrobe Railroad.

By whom operated : Themselves.

By what authority : Letters patent.

The general offices of the company are located at 104 Fifth avenue, Pittsburgh, Pa.

For information concerning this report, address G. B. Bosworth, Secretary, 104 Fifth avenue, Pittsburgh, Pa.

How are the passenger cars on your road heated, lighted and ventilated ? Have none.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent were granted to the Mount Pleasant and Latrobe Railroad Company on the 20th day of August, 1881. The original plan or route of this road was from a point at or near the borough of Mount Pleasant, in Westmoreland county, to Latrobe, in said county, but that part of its line as located and not constructed, extending from a point about one-half mile north of shaft No. 2 of the Standard Coke Works, in Mount Pleasant township, Westmoreland county, Pa., to the borough of Latrobe was abandoned, and the said line of railway as now constructed from its southern terminus to a connection with the Texas or Hecla branch of the Southwest Pennsylvania Railroad, about one-half mile north of shaft No. 2 of the Standard Coke Works, whereby a connection with Latrobe by railroads constructed and being constructed may be had, was maintained.

CAPITAL STOCK.

Amount authorized by law,	\$130,000 00
Amount authorized by votes of company,	130,000 00
Amount subscribed,	65,000 00
Amount now paid in, common,	6,500 00
Amount paid in on each share,	5 00
Par value of each share,	50 00

COST.

Cost of roads owned to December 31, 1887,	\$7,187 70
Cost of additions for the year ending December 31, 1888,	989 04
Total cost of roads owned to date,	8,176 74
Average of same per mile of road laid,	11,825 00
Average of same per mile of single track,	11,825 00
Cost of equipment owned to December 31, 1887,	4,812 85
Total cost of equipment owned,	4,812 85
Average cost of equipment per mile of road owned by the company,	6,960 00
Average cost of equipment per mile of road operated by company,	6,960 00
Cost of road and equipment per mile (of road owned by company),	18,785 00
Total cost of roads and equipment,	12,989 59

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mount Pleasant, Pa., to Texas branch S. W. P. R. R.,	3651 6280	3651 6280
SUMMARY.		
Length of main line,	3651	3651
Total length of all roads owned, leased and operated,	6280	6280
Length of all tracks,	3651 6280	3651 6280

GAUGE.

Gauge of lines, standard.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	3651 6280	3651 6280

Weight of rail per yard, steel, 60 pounds.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	1	\$4,812 85

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Construction and equipment,	\$12,989 59
LIABILITIES.	
Capital stock,	\$6,500 00
Accounts payable,	6,489 59
	\$12,989 59

NESCOPEC RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. N. DuBarry,	President,	Philadelphia, Pa.
James R. McClure,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Edmund Smith,	Philadelphia, Pa.	Vacancy.	
Jno. P. Green,	Philadelphia, Pa.	J. C. Bright,	Pottsville, Pa.
Henry D. Welsh,	Philadelphia, Pa.	H. P. Shortridge,	Wynnewood, Mont- gomery county, Pa.

Date of annual meeting for election of directors, second Tuesday of May.

GENERAL INFORMATION.

Name of road : Nescopec Railroad.

By whom operated : Pennsylvania Railroad Company.

By what authority : Under agreement of October 12, 1887.

The general offices of the company are located at No. 233 South Fourth street, Philadelphia, Pa.

For information concerning this report, address James R. McClure, Secretary and Treasurer, No. 233 South Fourth street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Nescopec Railroad Company was organized under the general railroad laws of Pennsylvania by filing articles of association with the Secretary of the Commonwealth on the 3d day of June, A. D. 1886.

Construction commenced June, 1886, and road opened for traffic April 25, 1887.

CAPITAL STOCK.

Amount authorized by law,	\$1,350,000 00
Amount authorized by votes of company,	1,350,000 00
Amount subscribed,	259,000 00
Amount now paid in, common,	259,000 00
Number of shares issued,	5,180
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Unfunded debt incurred for construction, equipment or purchase of property,	\$201,395 28
Debt incurred for any other purpose, and for what :	
Expenses,	128 28

DEBT—CONTINUED.

Interest unpaid,	\$10,000 00	
Due lessee for operating road,	23,721 45	
Total amount of unfunded debt,		\$235,245 00
Total amount of funded and unfunded debt,		\$235,245 00
Unfunded debt as per last report,	\$212,649 90	
Total cash realized from capital stock and debt,		460,395 20

COST.

Cost of roads owned to December 31, 1887,	\$459,674 50
Cost of additions for the year ending December 31, 1888,	720 70
Total cost of roads owned to date,	\$460,395 20
Total cost of roads,	\$460,395 20
Proportion of same for Pennsylvania,	460,395 20

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Nescopee to Rock Glen Junction,	11.96	11.96
Length of single main track,	11.96	11.96
SUMMARY.		
Length of main line,	11.96	11.96
Total length of all roads owned, leased and operated,	11.96	11.96
Length of sidings and other tracks not above enumerated,	2.23	2.23
Length of all tracks,	14.19	14.19

GAUGE.

Gauge of lines,	4 ft. 9 ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENNA.
Miles of track laid with steel rail on lines owned, leased or operated,	14.17	14.17
Miles of track laid with iron rail on lines owned, leased or operated,	0.02	0.02

Weight of rail per yard, { Steel,	56 to 60 lbs
{ Iron,	60 lbs

TELEGRAPH LINES.

Length of lines in miles, 12; in Pennsylvania,	1
Number of miles of wire, 24; in Pennsylvania,	2

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	1
Stone bridges, number of, 1; length,	17 feet
Iron bridges, number of, 10; aggregate length,	951 feet
Total length of bridges and trestles,	968 feet

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth,	1
Number of crossings at which there are neither gates nor flagmen,	1

CHARACTERISTICS OF ROAD--CONTINUED.

Statement of regulations governing employées in regard to these crossings: Flagmen and gatemen at the approach of trains must give timely warning to all persons approaching crossings, and whistles should be sounded one-fourth mile from crossing, and bell rung until crossing is passed.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line: Passenger and freight, 1; total, . .	1	1
Number of fuel and water stations on main line,	3	3

Material of foundation upon which track is laid: Gravel ballast and white oak ties.

EQUIPMENT.

The Pennsylvania Railroad Company operates this railroad as agent, and furnishes all equipment; said company will therefore return all details thereof, and furnish the information relative to the operation of the road.

EXPENDITURES CHARGED TO COST OF ROAD. REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Land or land damages,	\$720 71
Proportion for Pennsylvania,	720 71

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$418,136 31
Right of way and real estate,	42,258 97
Profit and loss,	33,849 73
Total,	\$494,245 01

LIABILITIES.

Capital stock,	\$259,000 00
Unfunded debt,	235,245 01
Total,	\$494,245 01

NESQUEHONING VALLEY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. B. Moorhead,	President,	Philadelphia.
C. F. Howell,	Secretary and Treasurer,	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
F. R. Cope,	Philadelphia.	P. C. Garrett,	Philadelphia.
W. P. Cresson,	Philadelphia.	T. C. Henry,	Philadelphia.
I. V. Williamson,	Philadelphia.	F. C. Yarnall,	Overbrook.
W. C. Ludwig,	Philadelphia.	Edward Lewis,	Philadelphia.
J. S. Harris,	Philadelphia.	Samuel Dickson,	Philadelphia.
E. W. Clark,	Philadelphia.	J. W. Woolston,	Philadelphia.

Date of annual meeting for election of directors: Second Monday in January.

GENERAL INFORMATION.

Name of road: Nesquehoning Valley Railroad.

By whom operated: Central Railroad Company of New Jersey.

By what authority: Under lease.

The general offices of the company are located at 226 South Third street, Philadelphia, Pa.

For information concerning this report, address C. F. Howell, Treasurer, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Nesquehoning Valley Railroad Company was chartered May 14, 1861. Its Railroad is leased to the Lehigh Coal and Navigation Company for the term of 999 years, from November 4, 1868.

The main line of the road is subleased to the Central Railroad Company of New Jersey, and is operated by that company in connection with the Lehigh and Susquehanna Railroad.

CAPITAL STOCK.

Amount authorized by law,	\$2,000,000 00
Amount subscribed,	1,412,500 00
Amount now paid in, common,	1,412,500 00
Number of shares issued,	28,250
Amount paid in on each share issued,	50 00
Par value of each share,	50 00

COST.

Total cost of roads owned to date,	\$1,412,637 78
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CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Nesquehoning Junction to Tamanend, . .	16.657	16.657
Length of single main track,	8.729	8.729
Length of second main track,	7.928	7.928
BRANCHES.		
Tunnel branch, length of road,	1.00	1.00
SUMMARY.		
Length of main line,	16.657	16.657
Length of branches owned by the company,	1.00	1.00
Total length of all roads owned, leased and operated,	17.657	17.657
Length of second track,	7.928	7.928
Length of sidings and other tracks not above enumerated,	4.890	4.890
Length of all tracks,	30.475	30.475

GAUGE.

Gauge of lines, 4 ft. 8½ in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	29.475	29.475
Miles of track laid with iron rail on lines owned, leased or operated, .	1.00	1.00
	30.475	30.475

Weight of rail per yard, { Steel, 60, 62½, 67, 70 lbs.
{ Iron, 65 lbs.

BRIDGES AND TRESTLES.

Iron bridges, number of, 2; aggregate length, 134 feet.
Wooden trestles, 1; length, 1,040 feet.

CROSSINGS.

Railroad crossing lines owned by the company either over or under grade, in this Commonwealth: Lehigh Coal and Navigation Company's Narrow Gauge Railroad, at Hauto (over).

Number of crossings of highways, at grade, in this commonwealth, 8
Number of crossing of highways over railroad, 1

STATIONS.

Number of stations on main line: Passenger, 1; freight, 1; total, . . 2
Number of fuel and water stations on main line, 3

EQUIPMENT.

Furnished by the Central Railroad Company of New Jersey.
Hand cars, 4; ditch cars, 6; total, 10
Average number of cars in passenger trains, including mail, express and baggage cars, 3
Average number of cars in freight trains, 33
Average weight of passenger trains, including locomotive and tender, in working order, in tons, 120
Average weight of freight trains, including locomotive and tender, in working order, in tons, 1,060

CHARACTERISTICS OF ROAD—CONTINUED.

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	111
Same in Pennsylvania,	111

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of passengers carried one mile in Pennsylvania,	517,175
Number of tons of 2,000 pounds of through and local freight for the year on main road (includes coal),	2,637,705
Number of tons of freight carried one mile,	31,404,631
Number of tons of freight carried one mile in Pennsylvania,	31,404,631
Gross amount of tonnage for the year (2,000 pounds per ton),	2,637,705
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	25
Average rate of speed adopted by express trains, including stops (miles per hour),	30
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	1,549,290	Agricultural products,	72,214
Bituminous coal and coke,	575,675	Merchandise and manufactures,	200,358
Petroleum and other oils,	1,322	Live stock,	250
Pig iron,	96,456	Lumber,	102,375
Railroad iron,	1,040	Other articles,	11,971
Other iron or castings,	4,030		
Iron and other ores,	20,574	Total,	2,637,705
Stone and lime,	2,150		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, per ton per mile, . . . . .	.0062 cents.
For through coal, per ton per mile, . . . . .	.0109 cents.
For local freight, per ton per mile, . . . . .	.0289 cents.

EARNINGS—SUMMARY.

Miscellaneous rent received from the Lehigh Coal and Navigation Company,	\$69,993 75
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GENERAL BALANCE SHEET, 1888.

ASSETS.

Nesquehoning Valley Railroad construction,	\$1,412,637 98
Cash on hand,	960 61
	<u>\$1,413,598 39</u>

LIABILITIES.

Capital stock,	\$1,412,500 00
Lehigh Coal and Navigation Company,	7 89
Dividends due and unpaid,	1,090 50
	<u>\$1,413,598 39</u>

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year :

March 1, 1888,	\$34,993 75
September 1, 1888,	35,000 00
	<u> </u>
Paid in dividends, cash,	\$69,993 75
	<u> </u>

NEWRY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Joseph Fichtner,	President,	Newry, Pa.
Albert Hewson,	Secretary,	Philadelphia, Pa.
Taber Ashton,	Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. N. DuBarry,	Philadelphia, Pa.	Wistar Morris,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.	G. B. Roberts,	Philadelphia, Pa.
Adam Hoover,	Newry, Pa.	N. Parker Shortridge,	Wynnewood, Pa.
Alexander Knox,	Newry, Pa.	Edmund Smith,	Philadelphia, Pa.
Francis McCoy,	Pittsburgh, Pa.	Henry D. Welsh,	Philadelphia, Pa.
Henry McIntosh,	Newry, Pa.	Vacancy.	

GENERAL INFORMATION.

Name of road : The Newry Railroad.

By whom operated : Pennsylvania Railroad Company.

By what authority : Resolution of board.

The general offices of the company are located at 233 South Fourth street, Philadelphia.

For information concerning this report, address T. Ashton, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Newry Railroad Company incorporated March 15, 1859.

CAPITAL STOCK.

Amount authorized by law,	\$15,000 00
Amount now paid in, common,	11,925 00
Number of shares issued,	477
Amount paid in on each share,	25 00
Par value of each share,	25 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$12,644 79
Debt incurred for any other purpose,	12,486 93
Total amount of unfunded debt,	\$25,131 72
Total cash realized from capital stock and debt,	\$24,569 79

COST.

Cost of roads owned to December 31, 1887, \$25,408 44

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Junction New Portage Railroad to Newry,	1.00	1.00
Length of single main track,	1.00	1.00
SUMMARY.		
Length of main line,	1.00	1.00
Length of sidings and other tracks not above enumerated,	0.13	0.13
Length of all tracks,	1.13	1.13

GAUGE.

Gauge of lines, 4 ft. 9 in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with iron rail on lines owned, leased or operated, .	1.13	1.13

Weight of rail per yard, iron, 56 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . 1
 Wooden trestles, number of, 1; length, 36 feet.

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth, 1
 Number of crossings at which there are neither gates nor flagmen, . 1
 Statement of regulations governing employes in regard to these crossings: Flagmen and gatemen at the approach of trains must give timely warning to all persons approaching crossings, and whistles should be sounded one-fourth mile from crossing, and bell rung until crossing is passed.

STATIONS.

Number of stations on main line, passenger and freight, total, 1; in Pennsylvania, 1
 Material of foundation upon which track is laid: White oak ties and cinder ballast.

NEW CASTLE AND BEAVER VALLEY RAILROAD COMPANY

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
A. L. Crawford,	President,	New Castle, Pa.
J. A. Crawford,	Secretary and Treasurer, . .	New Castle, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Wm. Patterson,	New Castle, Pa.	Wm. Harbaugh,	Sewickly, Pa.
R. W. Cunningham, . . .	New Castle, Pa.	John L. Crawford, . . .	New Castle, Pa.
Wm. L. Scott,	Erie, Pa.	John B. Jackson,	Pittsburg, Pa.

Date of annual meeting for election of directors: Second Monday of January.

GENERAL INFORMATION.

Name of road: New Castle and Beaver Valley Railroad.

By whom operated: Pennsylvania Company.

By what authority: By lease dated June 29, 1865, to the Pittsburgh, Fort Wayne and Chicago Railroad Company for 99 years.

The general offices of the company are located at New Castle, Pa.

For information concerning this report, address J. A. Crawford, Secretary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated by an act of General Assembly of Pennsylvania, passed February 6, 1862.

The road was located in April, 1862. Contracts for its construction were let May 28, 1862, and the first train was run over the road October 3, 1863. June 29, 1865, it was leased for 99 years, from July 1, 1865, to the Pittsburgh, Fort Wayne and Chicago Railway Company. This lease was assigned by lessee to the Pennsylvania Railroad Company, under date of June 7, 1869.

June 29, 1874, the Pennsylvania Railroad Company conveyed the lease, along with other things, to the Pennsylvania Company, to take effect as of date, April 1, 1871.

CAPITAL STOCK.

Amount authorized by law,	\$700,000 00
Amount authorized by votes of company,	700,000 00
Amount subscribed,	700,000 00
Amount now paid in, common,	700,000 00
Number of shares issued,	14,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

COST.

Cost of roads owned to December 31, 1887,	\$876,671 49
Total cost of roads owned to date,	876,671 49
Average of same per mile of road laid,	58,444 76
Average of same per mile of single track,	58,444 76
Proportion of same for Pennsylvania,	58,444 76

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

For answer to all interrogatories not herein answered we would respectfully refer you to the report of the Pennsylvania Company, operating this road under a lease for 99 years, at a rental of 4 per cent. of the gross receipts.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line,	14.98	14.98
Length of single track,	14.98	14.98

EXPENDITURES FOR OPERATING DURING THE YEAR.

GENERAL EXPENSES.

Incidentals and legal expenses, office expenses, repairs and furniture, and salaries of president and other officers,	\$3,049 03
State tax on capital stock,	3,500 00
Total,	\$6,549 03

EARNINGS—SUMMARY.

Received rental for two months of 1887 and ten months of 1888,	\$98,200 32
Miscellaneous,	6,182 66
Total,	\$104,382 98

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$876,671 49
Accounts receivable,	131,902 23
Cash,	23,192 00
	\$1,031,765 72

LIABILITIES.

Capital stock,	\$700,000 00
Accounts payable,	1,966 49
Income under lease,	329,799 23
	\$1,031,765 72

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year:

January 2, 1888,	2½ per cent
April 1, 1888,	2½ per cent.
July 1, 1888,	2½ per cent.
October 1, 1888,	2½ per cent.
Paid in dividends, cash,	\$70,000 00

NEW CASTLE AND BEAVER VALLEY RAILROAD—PENN. SYLVANIA COMPANY OPERATING.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS OF PENNSYLVANIA COMPANY.

NAMES.	OFFICES.	RESIDENCES.
George B. Roberts, . . .	President,	Philadelphia, Pa.
J. N. McCullough, . . .	First Vice President,	Pittsburgh, Pa.
William Thaw,	Second Vice President,	Pittsburgh, Pa.
Thomas D. Messler, . . .	Third Vice President and Comptroller,	Pittsburgh, Pa.
James McCrea,	Fourth Vice President and General Manager,	Pittsburgh, Pa.
S. B. Liggett,	Secretary,	Pittsburgh, Pa.
S. W. White,	Assistant Secretary,	Philadelphia, Pa.
John E. Davidson,	Treasurer,	Pittsburgh, Pa.
John W. Renner,	Assistant Comptroller,	Pittsburgh, Pa.
J. T. Brooks,	General Counsel,	Pittsburgh, Pa.
F. Slataper,	Chief Engineer,	Pittsburgh, Pa.
E. B. Taylor,	General Superintendent,	Pittsburgh, Pa.
Jos. Wood,	General Superintendent of Transportation,	Pittsburgh, Pa.
J. M. Kimball,	Division Superintendent,	Lawrence June., Pa.
William Stewart,	General Freight Agent,	Pittsburgh, Pa.
E. A. Ford,	General Passenger and Ticket Agent,	Pittsburgh, Pa.

GENERAL INFORMATION.

Name of road : New Castle and Beaver Valley Railroad.

By whom operated : Pennsylvania Company.

By what authority : Lease.

The general offices of the company are located at Pittsburgh, Pa.

For information concerning this report, address Thomas D. Messler, Vice President, Pittsburgh, Pa.

How are the passenger cars on your road heated, lighted and ventilated? With stoves having water reservoirs in bottom, also with Baker heaters suspended from bottom of cars; lighted with lamps containing mineral sperm oil 300° fire test; ventilated by ventilators in deck of cars.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Homewood, Pa., to New Castle, Pa., . . .	14.98	14.98
Length of single main track,	14.8	14.98
SUMMARY.		
Length of main line,	14.98	14.98
Total length of all roads owned, leased and operated,	14.98	14.98
Length of sidings and other tracks not above enumerated,	9.19	9.19
Length of all tracks,	24.17	24.17

GAUGE.

Gauge of lines, 4 ft. 9 ins.

CHARACTERISTICS OF ROAD—CONTINUED.

TRACK.

Main track all laid with steel rails; steel in sidings not definitely known.

Weight of rail per yard,	{ Steel,	60 pounds.
	{ Iron,	60 pounds.

TELEGRAPH LINES.

Length of lines in miles, 14.9; in Pennsylvania,	14.9
Number of miles of wire, 65.5; in Pennsylvania,	65.5

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	10
Stone bridges, number of, 6; aggregate length,	355½ feet.
Iron bridges, number of, 4; aggregate length,	688 feet.
Total length of bridges and trestles,	1,043½ feet.

CROSSINGS.

Railroads crossing lines owned by the company either over or under grade in this Commonwealth: Pittsburgh and Lake Erie Railroad, at Mahoningtown (over grade); Pittsburgh, Cleveland and Toledo Railroad, at Mahoningtown (over grade).

Number of crossings of highways at grade, in this Commonwealth,	9
Number of crossings of highways under railroad,	2
Number of crossings at which there are neither gates nor flagmen,	9

Statement of regulations governing employes in regard to these crossings: Whistle is blown, two long blasts followed by two short blasts; bell is rung one-fourth mile from crossing and continued until crossing is passed.

STATIONS.	TOTAL.	IN PA.
Number of stations on main line, passenger and freight,	7	7
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	2	2

Material of foundation upon which track is laid: Furnace cinder.

Train brake in use: Westinghouse automatic air brake on passenger trains; ordinary hand brake on freight trains.

Average number of cars in passenger trains, including mail, express and baggage cars,	5
Average number of cars in freight trains,	40
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	160
Average weight of freight trains, including locomotive and tender, in working order, in tons,	550

EMPLOYES.

Average number of persons regularly employed by company, including officials,	115
Same in Pennsylvania,	115

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	43,836
Number of miles run by freight and coal trains,	52,648
Total number of miles run,	96,484

DOINGS OF THE YEAR—CONTINUED.

Number of passengers carried one mile in Pennsylvania,	1,194,176
Net cost per mile for each passenger carried,	2.09 cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	1,531,929
Number of tons of 2,000 pounds of local freight for the year,	1,217,703
Number of tons of freight carried one mile,	18,963,787
Number of tons of freight carried one mile in Pennsylvania,	18,963,787
Gross amount of tonnage for the year (2,000 pounds per ton),	2,749,632
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	27
Average rate of speed adopted by express trains, including stops (miles per hour),	30
Average rate of speed adopted by freight trains, including stops (miles per hour),	15

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Grain,	5,198	Other articles,	3,636
Flour,	2,377	Petroleum and its products,	2,425
Other mill products,	3,416	Other oils,	285
Hay,	1,456	Sugar,	492
Tobacco,	312	Naval stores,	89
Fruits and vegetables,	6,370	Iron, pig and bloom,	226,221
Other articles,	1,410	Iron and steel rails,	7,092
Live stock,	9,497	Castings and machinery,	29,503
Dressed meats,	166	Bar and sheet metal,	28,562
Other packing house products,	265	Cement and brick,	24,937
Poultry, game and fish,	266	Leather,	284
Wool,	1,354	Lime,	5,651
Hides,	321	Agricultural implements,	163
Other articles,	2,627	Wagons, carriages, tools, etc.,	415
Anthracite coal,	1,644	Wines, liquors and beers,	715
Bituminous coal,	743,839	Household goods and furniture,	2,451
Coke,	358,915	Merchandise,	8,475
Ores,	780,590	Other articles,	60,666
Stone, sand and like articles,	327,557	Miscellaneous,	63,080
Other articles,	2,804		
Lumber,	34,106	Total,	2,749,632

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
January, 1888,	10,371	69,624	\$2,238 87
February, 1888,	10,258	67,157	2,149 22
March, 1888,	11,643	75,582	2,431 28
April, 1888,	11,616	78,038	2,387 00
May, 1888,	12,322	84,612	2,623 16
June, 1888,	20,574	144,020	3,067 08
July, 1888,	15,955	109,391	3,132 91
August, 1888,	21,092	156,858	3,869 59
September, 1888,	19,083	141,559	3,185 77
October, 1888,	12,138	85,758	2,662 91
November, 1888,	12,417	85,664	2,532 56
December, 1888,	13,623	95,613	2,955 47
Total,	171,092	1,194,176	\$33,235 82

EARNINGS FOR THH YEAR—CONTINUED.

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal, per ton per mile, . . . . .	.83 cents.
For local freight and coal, per ton per mile, . . . . .	.36 cents.

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS
FOLLOWS:

For first-class way passengers,	2.78 cents.
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EARNINGS FOR THE YEAR—CONTINUED.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888, .	384	3,461	\$26 88	161,706	1,082,942	\$16,265 46	162,090	1,086,403	\$16,292 34
February, 1888, .	323	2,909	20 87	174,799	1,099,874	15,567 48	175,122	1,102,783	15,588 35
March, 1888, . .	269	1,885	15 19	149,949	997,721	15,231 42	150,158	999,606	15,246 61
April, 1888, . . .	238	2,149	17 36	139,544	1,032,909	13,739 11	139,782	1,035,058	13,756 47
May, 1888, . . .	198	1,782	12 60	221,287	1,645,755	17,824 37	221,485	1,647,537	17,836 97
June, 1888, . . .	293	2,630	19 82	265,185	1,858,883	17,080 66	265,478	1,861,513	17,100 48
July, 1888, . . .	249,964	2,010,962	13,862 18	11,265	82,071	2,684 25	264,229	2,093,033	16,546 43
August, 1888, . .	292,541	2,023,502	16,281 76	17,176	86,112	2,786 21	309,717	2,109,614	19,067 97
September, 1888, .	249,210	1,661,314	14,371 08	19,677	95,752	2,956 27	268,887	1,757,066	17,330 35
October, 1888, . .	251,281	1,789,077	15,621 74	23,096	96,541	3,492 63	274,377	1,885,618	19,114 37
November, 1888, .	257,062	1,743,771	15,195 65	14,369	53,141	1,695 26	271,431	1,796,912	16,890 91
December, 1888, .	230,226	1,535,453	14,271 86	16,650	53,191	1,890 41	246,876	1,588,644	16,162 27
Total,	1,531,929	10,778,895	\$89,719 99	1,217,703	8,181,892	\$111,213 53	2,749,632	18,963,787	\$200,933 52

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA-NEOUS.	TOTAL.
January, 1888,	\$92 55	\$168 74	\$35 88	\$297 17
February, 1888,	92 55	124 33	36 52	253 40
March, 1888,	92 56	135 26	62 40	290 22
April, 1888,	92 55	133 10	33 76	259 41
May, 1888,	92 55	145 75	30 82	269 12
June, 1888,	92 56	158 21	40 26	291 03
July, 1888,	92 55	151 40	35 87	279 82
August, 1888,	92 55	131 14	33 55	257 24
September, 1888,	92 55	156 87	32 13	281 55
October, 1888,	92 56	163 75	38 83	295 14
November, 1888,	92 55	154 44	29 19	276 18
December, 1888,	92 56	194 27	30 70	317 53
Total,	\$1,110 64	\$1,817 26	\$439 91	\$3,367 81

RECAPITULATION.

Total passenger earnings for the year,	\$33,235 82
Total freight earnings for the year,	200,933 52
Total earnings from all other sources,	3,367 81
Total earnings for the year,	\$237,537 15
Total receipts from all sources on whole length of line,	\$237,537 15
Proportion of earnings in Pennsylvania to earnings of whole line,	237,537 15

EXPENDITURES FOR OPERATING DURING THE YEAR.
CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$175 48	• • • • •	\$175 48
Agents,	941 72	\$2,262 51	3,204 23
Baggage masters,	680 23	• • • • •	680 23
Brakemen,	991 38	9,718 03	10,709 41
Cars, cleaning,	233 66	• • • • •	233 66
Cars, incidental supplies of,	44 07	66 61	110 68
Cars, oil, tallow and waste,	17 43	287 45	304 88
Car service,	3,538 34	15,940 43	19,478 77
Clerks,	710 99	3,743 20	4,454 19
Conductors,	1,210 20	4,480 22	5,690 42
Damages to property, including stock killed,	• • • • •	27 73	27 73
Dispatchers,	172 42	2,510 04	2,682 46
Drayage,	• • • • •	2 61	2 61
Expenses of stations, except labor,	9 68	26 88	36 56
Expenses of Union Line,	• • • • •	308 45	308 45
Foreign agencies,	• • • • •	128 83	128 83
Heating cars,	125 53	• • • • •	125 53
Heating stations,	61 65	105 21	166 86
Incidentals,	54 34	44 87	99 21
Injuries to individuals,	18 91	197 47	216 37
Insurance,	16	33	49
Labor at stations,	549 09	1,382 11	1,931 20
Legal expenses,	35 35	2 05	37 40
Lighting cars,	66 86	• • • • •	66 86
Lighting stations,	100 02	71 30	171 32
Loss and damage of goods,	• • • • •	146 44	146 44
Mail expenses,	30 00	• • • • •	30 00
Signals,	18 57	37 13	55 70
Stationery and printing,	291 98	692 77	984 75
Stations, repairs of and furniture for,	515 37	2,329 99	2,845 36
Superintendents,	186 59	654 09	840 68
Supplies for trainmen,	54 29	236 49	290 78
Switching and track service,	• • • • •	2,156 31	2,156 31
Telegraph expenses,	772 15	1,654 57	2,426 72
Watchmen,	93 32	197 98	291 30
Wrecks, clearing,	• • • • •	109 64	109 64
Total,	\$11,699 77	\$49,521 74	\$61,221 51

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.
MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemmen and firemen,	\$2,443 51	\$9,922 39	\$12,365 90
Engine houses and machine shops, etc., repairs of,	79 77	363 38	443 15
Fuel for locomotives,	1,165 26	6,704 72	7,869 98
Heating and lighting engine houses and machine shops,	40 06	182 48	222 54
Incidentals,	10 23	46 63	56 86
Laborers,	163 97	746 95	910 92
Locomotive furniture and fixtures,	15 28	69 61	84 89
Locomotives, repairs of,	984 84	3,674 47	4,659 31
Oil for locomotives, tallow and waste,	116 26	480 87	597 13
Sand for locomotives,	32 10	146 75	178 85
Stationery and printing,	8 63	39 33	47 96
Superintendence,	10 27	46 76	57 03
Tools and machinery, repairs of,	27 10	123 46	150 56
Watchmen,	76 62	349 03	425 65
Water, wood and coal stations, expenses and repairs of,	428 74	1,953 14	2,381 88
Total,	\$5,602 64	\$24,849 97	\$30,452 61
MAINTENANCE OF WAY.			
Ballast,	\$21 97	\$73 54	\$95 51
Bridges, repairs of,	311 88	1,043 85	1,355 73
Cars, repairs of (in M. of W. service),	91	3 03	3 94
Clerks,	62 45	209 08	271 53
Cross-ties,	1,188 99	3,980 55	5,169 54
Cattle guards and road crossings,	74 67	249 99	324 66
Fences,	27 03	90 49	117 52
Foremen, tool and watch houses, repairs of,	3 48	11 65	15 13
Frogs,	98 68	330 35	429 03
Incidentals,	11 81	39 54	51 35
Joints,	88 10	294 95	388 05
Oil, tallow, waste, etc.,	17 83	59 67	77 50
Rails, iron,	267 97	897 12	1,165 09
Rails, steel,	437 41	1,464 37	1,901 78
Road bed, repairs of, labor and material,	307 14	1,028 27	1,335 41
Snow and ice, removing,	57 22	191 58	248 80
Spikes,	24 35	81 50	105 85
Stationery and printing,	2 10	7 05	9 15
Superintendents and supervisors,	211 04	706 53	917 57
Switches,	442 32	1,480 79	1,923 11
Tools and repairs of tools,	53 77	180 03	233 80
Track, repairing,	1,378 40	4,614 64	5,993 04
Total,	\$5,089 52	\$17,038 57	\$22,128 09
MAINTENANCE OF CARS.			
Car shops and sheds, repairs of,	\$2 24	\$72 56	\$74 80
Cars, repairs of freight, . . . . .	.....	4,878 81	4,878 81
Cars, repairs of passenger, baggage, express and postal,	165 74	.....	165 74
Incidentals,	28	9 15	9 43
Laborers,	2 71	87 78	90 49
Superintendence,	1 07	34 59	35 66
Tools and repairs of tools,	1 34	43 35	44 69
Total,	\$173 38	\$5,126 24	\$5,299 62
GENERAL EXPENSES.			
Attendants,	\$11 53	\$49 17	\$60 70
Clerks,	298 68	1,273 30	1,571 98
Fuel and light,	11 54	49 19	60 73
Incidentals,	57 55	245 35	302 90
Office expenses, repairs and furniture,	26 51	113 00	139 51
Rent of property,	325 19	1,386 33	1,711 52
Salaries of president and other officers,	59 74	254 69	314 43
Stationery and blanks,	29 20	124 48	153 68
Taxes on real estate,	190 81	813 46	1,004 27
Total,	\$1,010 75	\$4,308 97	\$5,319 72

EARNINGS—SUMMARY.

Passenger transportation, local,	\$33,235 82
Freight transportation, local, \$111,213.53; through, \$89,719.99; total,	200,933 52
Mail service, \$1,110.64; express service, \$1,817.26; total,	2,927 90
Miscellaneous,	439 91
Total,	<u>\$237,537 15</u>

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$11,699 77	\$49,521 74	\$61,221 51
Motive power,	5,602 64	24,849 97	30,452 61
Maintenance of way,	5,089 52	17,038 57	22,128 09
Maintenance of cars,	173 38	5,126 24	5,299 62
General expenses,	1,010 75	4,308 97	5,319 72
Total operating expenses,			\$124,421 55
Total expenditures during the year,			<u>124,421 55</u>

Operating expenses, 52.379 per cent. of earnings.	
Earnings per mile of road operated,	\$15,856 95
Expenses per mile of road operated,	8,305 84
Net earnings,	<u>\$7,551 11</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express Company; 40 per cent. of gross receipts from general merchandise and money business; 70 per cent. of gross receipts from oyster business; cars furnished and kept in repair by Pennsylvania Company.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road: None other than those owned or controlled by the Pennsylvania Company.

Do they use the cars of your company or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation? The cars of the transportation line operating over this company's road are given no preference in any particular.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service: \$1,110.64 per annum.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Employees,		2	1	7	1	9
Others,			1	1	1	1
Total,		2	2	8	2	10

See lessor company's report.

NEW CASTLE AND BUTLER RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
M. S. Marquis,	President,	New Castle, Pa.
Judge O. H. P. Green,	Vice President,	New Castle, Pa.
W. H. Marquis,	Secretary,	New Castle, Pa.
W. H. Marquis,	Treasurer,	New Castle, Pa.
W. H. Marquis,	General Manager,	New Castle, Pa.

GENERAL INFORMATION.

Name of road : New Castle and Butler Railroad.

By whom operated : M. S. Marquis.

The general offices of the company are located at New Castle, Pa.

For information concerning this report address New Castle and Butler Railroad.

CAPITAL STOCK.

Amount authorized by law,	\$20,000 00
Number of shares issued, 400	
Amount paid in on each share,	50 00
Par value of each share,	25 00

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

The stock of the New Castle and Butler Railroad is all owned by M. S. Marquis, and road operated by me for my sole use and benefit, no one else shipping any material over it. I do not keep any books for the company except debt and credit account of the earnings and expenses, so we cannot make a full report as above blank calls for.

CHARACTERISTICS OF ROAD.

GAUGE.

Gauge of lines,	3 feet
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TRACK.

Miles of track laid with steel rail on lines owned, leased or operated,	1.50 miles
Miles of track laid with iron rail on lines owned leased or operated,	0.50 miles
Weight of rail per yard, { Steel,	56 and 60 lbs.
{ Iron,	40 and 35 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . .	3
Wooden bridges, aggregate length,	290 feet
Wooden trestles, aggregate length,	290 feet
Total length of bridges and trestles,	290 feet

CHARACTERISTICS OF ROAD—CONTINUED.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth :
Western New York and Philadelphia Railroad, at New Castle ; Pittsburgh and Lake
Erie Railroad, at New Castle ; Erie and Pittsburgh Railroad, at New Castle.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	2	\$3,500 00
Total freight cars,	110	60 00

Train brake in use : Lever and cam. •
Average weight of freight trains, including locomotive and tender, in
working order, in tons, 100

EMPLOYES.

Average number of persons regularly employed by company, in-
cluding officials, 9

NEW CASTLE RAILROAD AND MINING COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Joshua Rhodes,	President,	Pittsburgh, Pa.
George Pearson,	Vice President,	New Castle, Pa.
T. F. Stryker,	Secretary and Treasurer,	New Castle, Pa.
George Pearson,	General Manager,	New Castle, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Joshua Rhodes,	Pittsburgh, Pa.	George Pearson,	New Castle, Pa.
George Pearson,	New Castle, Pa.	William Latshaw,	New Castle, Pa.
T. F. Stryker,	New Castle, Pa.		

GENERAL INFORMATION.

Name of road: New Castle Railroad and Mining Company.

The general offices of the company are located at New Castle, Pa.

For information concerning this report, address T. F. Stryker, Secretary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted April 1, 1872.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount authorized by votes of company,	100,000 00
Amount now paid in, common and special or preferred,	100,000 00
Number of shares issued,	2000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due 1889; bear interest at 6 per cent., which is payable semi-annually), amount,	\$3,500 00
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UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	2,850 00
Total amount of funded and unfunded debt,	\$6,350 00
Funded debt as per last report,	\$3,500 00
Unfunded debt as per last report,	7,085 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from New Castle to coal mines,	3½	3½
Length of single main track,	3½	3½

Gauge of lines, GAUGE. 3½ feet.

Weight of rail per yard, iron, TRACK. 35 lbs.

BRIDGES AND TRESTLES.
 Wooden bridges, number of, 2; aggregate length, 168 feet.
 Wooden trestles, number of, 2; aggregate length, estimated, 600 feet.
 Total length of bridges and restles, 768 feet.

CROSSINGS.
 Number of crossings of highways at grade, in this Commonwealth, 4
 Number of crossings of highway at which there are neither gates nor
 flagmen, 4
 Statement of regulations governing employés in regard to these crossings : Whistle
 and bell.

STATIONS.
 Number of engine houses and shops owned by the company, total, 2;
 in Pennsylvania, 2
 Material of foundation upon which track is laid : Oak ties and slack ballast.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	1	\$4,500 00
Total freight cars,	50	100 00

Train brake in use : Lever brake.

NEW CASTLE AND SHENANGO VALLEY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
George W. Johnson,	President, . . . . .	. . . . .
L. Rancy,	Vice President, . . . . .	. . . . .
Charles T. Wallace,	Secretary, . . . . .	. . . . .
George W. Hailman,	Treasurer, . . . . .	. . . . .

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
George W. Johnson, . .	New Castle, Pa.	P. L. Kimberly,	Sharon, Pa.
L. Rancy,	New Castle, Pa.	E. A. Wheeler,	Sharon, Pa.
M. S. Marquis,	New Castle, Pa.	Charles E. Whitehead, .	New York, N. Y.
Charles S. Wallace, . . .	New Castle, Pa.	S. M. Felton, Jr.,	New York, N. Y.

Date of annual meeting for election of directors, first Monday in May.

GENERAL INFORMATION.

Name of road : New Castle and Shenango Valley Railroad.

The general offices of the company are located at New Castle, Pa.

For information concerning this report, address George W. Johnson, New Castle Pa.

CAPITAL STOCK.

Amount authorized by law,	\$250,000 0
Amount authorized by votes of company,	250,000 0
Amount now paid in, common,	250,000 0
Number of shares issued,	5,000
Amount paid in on each share,	50 0
Par value of each share,	50 0

DEBT.

FUNDED DEBT.

First mortgage bonds (due July 1, 1917; bear interest at 6 per cent., which is payable semi-annually), amount,	\$230,000 0
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Road not completed and not in operation, and we are therefore unable to make report.

NEW YORK, LAKE ERIE AND WESTERN COAL AND RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Jas. K. P. Hall,	President,	St. Mary's, Pa.
Samuel M. Felton, Jr.,	Vice President,	New York city, N. Y.
A. R. Macdonough,	Secretary,	New York city, N. Y.
Edward White,	Treasurer,	New York city, N. Y.
W. I. Murphy,	General Superintendent,	Jersey City, N. J.
C. V. Merrick,	Division Superintendent,	Bradford, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Jas. K. P. Hall,	St. Mary's, Pa.	John King,	New York city, N. Y.
J. Lowber Welsh,	Philadelphia, Pa.	Samuel M. Felton, Jr.,	New York city, N. Y.
Harry G. Clay,	Philadelphia, Pa.	Aug. R. Macdonough,	New York city, N. Y.
Samuel Hines,	Scranton, Pa.		

Date of annual meeting for election of directors: Second Monday in June.

GENERAL INFORMATION.

Name of road: New York, Lake Erie and Western Coal and Railroad.

By whom operated: New York, Lake Erie and Western Coal and Railroad Company.

The general offices of the company are located at No. 21 Cortlandt street, New York city.

For information concerning this report, address Aug. R. Macdonough, Secretary.

How are the passenger cars on your road heated, lighted and ventilated: Stoves, oil lamps and deck sash.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Originally organized as the Wilcox and Howard Hill Improvement Company, under special act of Pennsylvania Assembly, dated April 8, 1870, and changed to present title by decree of court, June 28, 1881.

CAPITAL STOCK.

Amount authorized by law,	\$500,000 00
Amount authorized by votes of company,	500,000 00
Amount subscribed,	500,000 00
Amount now paid in, common,	500,000 00
Number of shares issued,	5,000
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due May 1, 1922; bear interest at 6 per cent., which is payable May and November), amount, \$3,000,000 00

UNFUNDED DEBT.

Unfunded debt incurred for construction, equipment or purchase of property, \$86,632 65
Total amount of unfunded debt, \$86,632 65
Total amount of funded and unfunded debt, \$3,086,632 65

COST.

Cost of roads owned to December 31, 1887, \$2,029,789 23
Cost of additions for the year ending December 31, 1888, 22,935 22
Total cost of roads owned to date, \$2,052,724 45
Average of same per mile of road laid, \$47,693 41
Average of same per mile of single track, 32,028 78
Proportion of same for Pennsylvania, 32,028 78

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penna.
Length of main line, from Crawford Junction, Pa., to Johnsonburg, Pa.,	29.92	29.92
Length of single main track,	29.92	29.92
BRANCHES.		
Alton Loop branch, from Alton, Pa., to Rederville, Pa.,	1.12	1.12
Dagus, or Northwest Mining and Exchange Company branch, from Daguscahonda to Dagus Mines,	1.12	1.12
Toby branch, from Broekwayville to Toby mines,	5.64	5.64
From point near Mead Run to Shawmit village,	5.64	5.64
Length of road,	12.00	12.00
	12.00	12.00
Length of single track,	3.75	3.75
	3.75	3.75
SUMMARY.		
Length of main line,	47.56	47.56
Length of branches owned by the company,	4.87	4.87
Total length of all roads owned, leased and operated,	52.43	52.43
Length of sidings and other tracks not above enumerated,	21.05	21.05
Length of all tracks,	73.48	73.48

GAUGE.

Gauge of line, 4 ft. 8½ in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	55.70	55.70
Miles of track laid with iron rail on lines owned, leased or operated,	17.78	17.78
Weight of rail per yard, { Steel,		63 lbs.
{ Iron,		60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 47.56; in Pennsylvania, 47.56
Number of miles of wire, 47.56; in Pennsylvania, 47.56

CHARACTERISTICS OF ROAD—CONTINUED.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . .	23
Wooden bridges, number of, 5; length,	290 ft.
Iron bridges, number of, 2; aggregate length,	2,182 ft. 5 in.
Wooden trestles, 16; aggregate length,	2,811 ft. 5 in.
Total length of bridges and trestles,	5,284 ft.

CROSSINGS.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Big Level and Kinzua Railroad, at one mile east of Mt. Jewef.

Number of crossings of highways at grade in this Commonwealth,	19
Number of crossings of highways over railroad,	1
Number of crossings at which there are neither gates nor flagmen,	19

Statement of regulations governing employes in regard to these crossings: Engineers are instructed to see that the bell is rung eighty rods from the crossing, and until the same is passed.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line: Passenger and freight, 6; freight, 1,	7	7
Number of engine houses and shops owned by the company,	3	3
Number of fuel and water stations on main line,	6	6

Material of foundation upon which track is laid: Broken stone, mine rock, coal and coke cinders.

EQUIPMENT.

None owned by this company, except 16 hand cars and hand trucks,	\$31 60
Average number of cars in passenger trains, including mail, express and baggage cars,	2
Average number of cars in freight trains,	30
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	67
Average weight of freight trains, including locomotive and tender, in working order, in tons,	1,100

EMPLOYES.

Average number of persons regularly employed by company, including officials,	199
Same in Pennsylvania,	199

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	15,024
Number of miles run by freight and coal trains,	138,141
Total number of miles run,	153,165
Number of passengers carried one mile in Pennsylvania,	161,719
Net cost per mile for each passenger carried,	9.04 cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	1,269,600
Number of tons of 2,000 pounds of local freight for the year,	31,390
Number of tons of freight carried one mile,	41,173,028
Number of tons of freight carried one mile in Pennsylvania,	41,173,028

DOINGS OF THE YEAR—CONTINUED.

Gross amount of tonnage for the year (2,000 pounds per ton),	1,300,990
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	15
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	130	Agricultural products,	2,871
Bituminous coal and coke,	1,203,789	Merchandise and manufactures,	3,864
Petroleum and other oils,	282	Live stock,	284
Pig iron,	20	Lumber,	83,852
Other iron or castings,	2,123	Other articles,	2,904
Iron and other ores,	261		
Stone and lime,	610	Total,	1,300,990

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, per ton per mile,	1.007 cents.
For through coal, per ton per mile, . . . . .	.831 cent.
For through freight and coal, per ton per mile, . . . . .	.839 cent.
For local freight, per ton per mile,	9.699 cents.
For local coal, per ton per mile,	2.347 cents.
For local freight and coal,	7.403 cents.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.		LOCAL.		TOTAL.	
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888, . . .	55	700	\$18 91	1,092	6,206	\$209 65
February, 1888, . . .	31	477	13 29	980	5,792	191 19
March, 1888, . . .	41	718	17 02	1,302	6,872	233 95
April, 1888, . . .	59	1,398	30 29	1,398	6,969	239 41
May, 1888, . . .	70	1,388	39 49	1,813	10,582	347 37
June, 1888, . . .	2,360	13,238	126 74	7,369	37,334	20,607
July, 1888, . . .	1,995	8,403	86 39	2,017	11,581	323 01
August, 1888, . . .	2,787	12,551	100 65	1,638	9,259	325 51
September, 1888, . . .	718	6,354	101 75	1,710	8,675	283 51
October, 1888, . . .	662	3,362	48 42	1,798	10,180	266 42
November, 1888, . . .	416	4,661	81 51	2,415	13,239	314 14
December, 1888, . . .	28	572	11 52	1,981	11,173	412 17
Total,	9,222	53,822	\$675 98	19,518	107,897	\$3,431 06

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers, 1.256 cents; for first-class way passengers, 3.183 cents; for second-class through passengers, 1.0758 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.		LOCAL FREIGHT.		TOTAL.	
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888, . . .	67,716	2,070,737	\$19,052 60	3,054	31,615	\$865 60
February, 1888, . . .	77,719	2,656,160	18,292 71	1,270	13,084	770 83
March, 1888, . . .	89,295	2,904,153	22,901 29	1,930	15,316	1,097 23
April, 1888, . . .	104,849	3,433,358	26,214 18	2,129	15,115	1,398 96
May, 1888, . . .	103,581	3,374,735	29,443 43	2,818	17,129	1,665 17
June, 1888, . . .	103,819	3,366,136	28,278 96	2,661	19,190	1,504 01
July, 1888, . . .	98,938	3,153,334	25,207 12	2,609	17,904	1,521 19
August, 1888, . . .	115,157	3,657,474	47,560 91	2,611	19,343	1,390 11
September, 1888, . . .	118,317	3,806,114	30,357 60	2,134	14,238	1,263 95
October, 1888, . . .	134,069	4,297,378	33,608 63	3,269	22,434	1,827 92
November, 1888, . . .	127,736	4,115,433	31,532 49	3,454	21,411	1,719 77
December, 1888, . . .	128,404	4,114,120	31,068 98	3,151	17,187	1,528 65
Total,	1,269,600	40,949,032	\$343,518 91	31,390	223,996	\$16,583 39

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	RENTS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888,		\$43 46		\$43 46
February, 1888,		23 38		23 38
March, 1888,	\$6 00	34 91	\$20 00	60 91
April, 1888,		47 13	83 70	130 83
May, 1888,		34 84	1,068 10	1,102 94
June, 1888,	24,900 00	34 84	73 20	25,008 04
July, 1888,		34 84		34 84
August, 1888,		34 84		34 84
September, 1888,		22 38		22 38
October, 1888,		16 10		16 10
November, 1888,		15 29		15 29
December, 1888,	24,900 00	38 50		24,938 50
Total,	\$19,806 00	\$335 75	\$1,245 00	\$51,386 75

RECAPITULATION.

Total passenger earnings for the year,	\$4,110 00
Total freight earnings for the year,	360,102 30
Total earnings from all other sources,	51,386 75
Total earnings for the year,	\$415,599 05

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Extension or alteration of road,	\$19,114 49
Land or land damages,	23 91
Passenger and freight houses,	758 19
New wood and water stations (including water tanks),	3,038 63
Total,	\$22,935 22
Proportion for Pennsylvania,	22,935 22

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Agents,	\$293 83	\$2,644 50	\$2,938 33
Brakemen,	2,450 50	22,054 52	24,505 02
Cars, cleaning, and inspecting,	90 86	817 78	908 64
Car furniture and fixtures,	17 85	160 68	178 53
Car service,	169 60	30,705 97	30,875 57
Clerks,	153 67	1,383 09	1,536 76
Conductors,	951 91	8,567 19	9,519 10
Dispatchers,	114 83	1,033 48	1,148 31
Expenses of stations, except labor,	19 88	178 91	198 79
Heating stations,	1 40	12 60	14 00
Incidentals,	2 42	21 82	24 24
Insurance,	5 11	46 03	51 14
Labor at stations,	94 87	853 82	948 69
Lighting cars,	1 30	11 70	13 00
Lighting stations,	3 45	31 06	34 51
Loss and damage,	37 84	340 55	378 39
Loss from injuries,	93 52	841 71	935 23
Oil, tallow and waste,	12 23	110 07	122 30
Stationery and printing,	70 18	631 66	701 84
Stations, repairs of, and furniture for,	93 67	843 00	936 67
Superintendents,	145 67	1,311 00	1,456 71
Switchmen,	40 57	365 10	405 67
Telegraph expenses,	370 68	3,336 08	3,706 76
Wrecks, clearing,	102 22	920 03	1,022 25
Total,	\$5,338 06	\$77,222 39	\$82,560 45

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemen and firemen, passenger, . . .	\$1,034 68	\$32,342 67	\$33,377 35
Engine houses and machine shops, etc., repairs of, . . .	31 43	282 88	314 31
Fuel for locomotives, { Coal,	2,569 82	23,128 37	25,698 19
{ Wood,	12 48	112 35	124 83
Incidentals,	74 29	668 63	742 92
Laborers,	399 83	3,598 49	3,998 32
Locomotive furniture and fixtures, . . . .	..	122 82	122 82
Locomotives, hire of,	1,480 91	13,328 17	14,809 08
Oil for locomotives,	146 22	1,316 01	1,462 23
Tallow for locomotives,	11 10	99 95	111 05
Tools and machinery, repairs of,	11 38	102 42	113 80
Waste for locomotives,	45 91	413 24	459 15
Water, wood and coal stations, expenses and repairs of,	388 58	3,497 24	3,885 82
Total,	\$6,206 63	\$79,013 24	\$85,219 87
MAINTENANCE OF WAY.			
Ballast,	\$10 50	\$94 47	\$104 97
Bridges, repairs of,	16 76	150 85	167 61
Cars, repairs of (in M. of W. service),	06	54	60
Clerks,	15 43	138 85	154 28
Cross-ties,	569 63	5,126 71	5,696 34
Expenses on property,	26	2 31	2 57
Fencing, repairs of,	12 43	111 91	124 34
Foremen, tool and watch-houses, repairs of, .	4 43	39 91	44 34
Frogs,	22 37	201 33	223 70
Incidentals,	8 05	72 43	80 48
Rails, iron	11 13	100 14	111 27
Rails, steel,	71 02	639 13	710 15
Road-bed, repairs of, labor and material, . .	193 84	1,744 56	1,938 40
Snow and ice, removing,	168 23	1,514 11	1,682 34
Spikes and bolts,	74 00	665 98	739 98
Splices and chairs,	62 48	562 32	624 80
Superintendents and supervisors,	44 03	396 22	440 25
Switches,	50 80	457 15	507 95
Taxes on real estate for road,	11	97	1 08
Telegraph, repairs of,	22 53	202 79	225 32
Tools and repairs of tools,	24 15	217 31	241 46
Track, repairing,	1,029 83	9,268 48	10,298 31
Watchmen,	123 49	1,111 41	1,234 90
Total,	\$2,535 56	\$22,819 88	\$25,355 44
MAINTENANCE OF CARS.			
Cars, repairs of freight, . . . . .	..	\$3,218 04	\$3,218 04
Cars, repairs of passenger, baggage, express and postal,	\$18 79	..	48 79
Tools and repairs of tools,	62	5 56	6 18
Total,	\$19 41	\$3,223 60	\$3,273 01
GENERAL EXPENSES.			
Clerks,	\$6 09	\$54 79	\$60 88
Incidentals,	5 13	46 18	51 31
Salaries of president and other officers, . . .	250 00	2,250 00	2,500 00
Stationery and blanks,	2 66	23 89	26 55
Legal expenses,	228 59	2,057 33	2,285 92
Total,	\$492 47	\$4,432 19	\$4,924 66

EARNINGS—SUMMARY.

Passenger transportation, local, \$3,434.06; through, \$675.98; total, . .	\$4,110 04
Freight transportation, local, \$16,583.39; through, \$343,518.91; total, .	360,102 30
Express service,	335 75
Miscellaneous and rents,	51,051 00
Total,	\$415,599 09

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$5,338 06	\$77,222 89	\$82,560 45
Motive power,	6,206 63	79,013 21	85,219 87
Maintenance of way,	2,535 56	22,819 88	25,355 44
Maintenance of cars,	49 41	3,223 90	3,273 01
General expenses,	492 47	4,432 19	4,924 66
Total operating expenses,			\$201,333 43
Expenditures charged to cost of road, real estate and equipment during the year,			22,935 22
Total expenditures during the year,			\$244,268 65

Operating expenses, 48.44 per cent. of earnings.

Earnings per mile of road operated,	\$8,882 22
Expenses per mile of road operated,	4,302 91
Net earnings,	214,265 66

Income from other sources:

Royalty on coal mined,	\$26,302 21	
Interest received,	4,474 01	
		30,776 22
		\$245,041 88

Less charges:

Interest on funded debt,	\$180,000 00	
Interest on mortgages,	5,197 96	
Taxes on real estate,	10,690 21	
Taxes on earnings,	1,431 84	
		197,320 01

Surplus for the year,	\$47,721 87
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GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of road,	\$2,023,209 45
Brockport and Shawmit Railroad,	21,195 26
Hazleton branch,	2,016 43
Bullis branch,	64 27
Roberts Lot Spur,	6,239 04
Real estate,	511,390 31
New York, Lake Erie and Western Railroad,	689,541 01
North-West Mining and Exchange Company,	177,360 59
Profit and loss, deficit,	190,116 29
	\$3,621,132 65

LIABILITIES.

Capital stock,	\$500,000 00
Mortgage bonds,	3,000,000 00
Mortgages on real estate,	86,632 65
Accrued interest on funded debt,	30,000 00
Accrued interest on mortgages,	4,500 00
	\$3,621,132 65

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Wells, Fargo & Co., who pay 40 per cent. of earnings.

STOCK AND DIVIDENDS.

Balance for the year, or surplus,		\$47,721 87
Deficit at commencement of the year,	\$246,445 08	
Less adjustments,	8,606 92	
		237,838 16
Total deficit December 31, 1888,		190,116 29

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employes,		5		16		21
Others,			3		3	
Total,		5	3	16	3	21

NEW YORK, LACKAWANNA AND WESTERN RAILWAY COMPANY OF PENNSYLVANIA.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
William F. Hallstead,	President,	Scranton, Pa.
Fred F. Chambers,	Secretary,	Somerville, N. J.
Frederick H. Gibbons,	Treasurer,	New York city, N. Y.
William F. Hallstead,	General Manager,	Scranton, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
W. R. Storrs,	Scranton, Pa.	Robert McKenna,	Scranton, Pa.
James Archbald,	Scranton, Pa.	Walter Dawson,	Scranton, Pa.
Garrett Bogart,	Scranton, Pa.	J. T. Snyder,	Scranton, Pa.
J. W. Fowler,	Scranton, Pa.		

GENERAL INFORMATION.

Name of road: The New York, Lackawanna and Western Railway.

By whom operated: The Delaware, Lackawanna and Western Railroad Company, as lessee of the New York, Lackawanna and Western Railway Company of New York.

By what authority: Under lease of New York, Lackawanna and Western Railway of New York of September 29, 1882, and February 20, 1883.

With what other companies consolidated: New York Lackawanna and Western Railway of New York.

Date of consolidation: October 23, 1883.

The general offices of the company are located at No. 26 Exchange Place, New York city.

For information concerning this report address Fred F. Chambers, Secretary.

How are the passenger cars on your road heated, lighted and ventilated? See Delaware, Lackawanna and Western Railroad report.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association of November 11, 1880. Filed at Harrisburg, November 23, 1880. Consolidated and merged by Pennsylvania with the New York, Lackawanna and Western Railway of New York under general act of Legislature of Pennsylvania of May 16, 1861. Filed at Harrisburg October 23, 1883.

CAPITAL STOCK.

Amount authorized by law,	\$60,000 00
Amount subscribed,	12,000 00
Number of shares issued,	240
Amount paid in on each share,	50 00
Par value of each share,	50 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from New York State Line to New York State Line,	6.41	6.41
Length of second main track,	6.41	6.41
SUMMARY.		
Length of main line,	6.41	6.41
Total length of all roads owned, leased and operated,	6.41	6.41
Length of second track,	6.41	6.41
Length of all tracks,	12.82	12.82
TRACK.		
Miles of track laid with steel rail on lines owned, leased or operated, .	12.82	12.82

Weight of rail per yard, steel, 60 lbs

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 4
 Iron bridges, number of, 4; aggregate length, 425 feet

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line,	2	2
Number of fuel and water stations on main line,	1	1

EARNINGS-SUMMARY.

Passenger transportation,	\$11,362 09
Freight transportation,	144,399 05
Mail service, \$96.08; express service, \$2,758.09; total,	2,854 17
Miscellaneous,	5,814 42
Total,	\$164,429 73

EXPENSES-SUMMARY.

Total operating expenses,	\$75,423 98
Total expenditures during the year,	75,423 98
Operating expenses, 45.87 per cent. of earnings.	
Earnings per mile of road operated,	\$25,652 06
Expense per mile of road operated,	11,766 61
Net earnings,	89,005 75

The railway of this company is operated by the Delaware, Lackawanna and Western Railroad Company, and the information above given was received from that company.

GENERAL BALANCE SHEET, 1888.

ASSETS.

The cost of this road is included in the cost of the New York, Lackawanna and Western Railway of New York, and the exact cost of the six miles lying in Pennsylvania can not be ascertained. No assets.

LIABILITIES.

The only liabilities are the 240 shares of stock, par value being \$12,000, held in trust for the New York company, which company has issued \$12,000 of its own stock in exchange therefor. No unfunded debt. The stock pays no dividend.

THE NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
William K. Vanderbilt,	Chairman of Board,	New York, N. Y.
D. W. Caldwell,	President,	Cleveland, Ohio.
Allyn Cox,	Secretary,	New York, N. Y.
Allyn Cox,	Treasurer,	New York, N. Y.
James P. Curry,	Auditor,	Cleveland, Ohio.
Samuel E. Williamson,	General Counsel,	Cleveland, Ohio.
Lewis Williams,	General Superintendent,	Cleveland, Ohio.
G. H. Kimball,	Division Superintendent,	Cleveland, Ohio.
C. D. Gorham,	Division Superintendent,	Fort Wayne, Ind.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
William K. Vanderbilt,	New York, N. Y.	Chauncey M. Depew,	New York, N. Y.
Cornelius Vanderbilt,	New York, N. Y.	Allyn Cox,	New York, N. Y.
Frederie W. Vanderbilt,	New York, N. Y.	D. W. Caldwell,	Cleveland, Ohio.
H. McK. Twombly,	New York, N. Y.	J. H. Wade,	Cleveland, Ohio.
John S. Kennedy,	New York, N. Y.	Charles M. Reed,	Erie, Pa.
James A. Roosevelt,	New York, N. Y.	Frank A. Mizener,	Erie, Pa.
F. P. Olcott,	New York, N. Y.		

Date of annual meeting for election of directors, first Wednesday in May.

GENERAL INFORMATION.

Name of road : The New York, Chicago and St. Louis Railroad.

By whom operated : The New York, Chicago and St. Louis Railroad Company.

By what authority : The stockholders.

With what other companies consolidated : This company is the result of the consolidation of the New York, Chicago and St. Louis Railroad Company of New York, the Erie and State Line Railroad Company of Pennsylvania, the Cleveland and State Line Railroad Company of Ohio, and the Fort Wayne and Illinois Railroad Company of Indiana.

Date of consolidation : September 27, 1887.

The general offices of the company are located at Cleveland, Ohio.

For information concerning this report, address James P. Curry, Auditor, Cleveland, Ohio.

How are the passenger cars on your road heated, lighted and ventilated ? Heated by steam from locomotives, lighted by Hicks and Smith lamps with 300° oil, ventilated by deck end doors.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The original corporation in Pennsylvania was The Buffalo, Cleveland and Chicago Railway Company, whose articles of association were filed with the Secretary of the

Commonwealth about January 15, 1881. This corporation was consolidated with other corporations in New York, Ohio, Indiana, Pennsylvania and Illinois, under the name of The New York, Chicago and St. Louis Railway Company, by agreement dated April 8, 1881.

The railroad was open for business from its easterly terminus, in Buffalo, N. Y., to its western terminus at Grand Crossing, Illinois, October 23, 1882. By reason of the foreclosure of mortgages upon the railway, it was sold by order of court in May, 1887. Companies incorporated under the laws of the five States, above named respectively, bought from the purchasers the portions in their respective States. The Erie and State Line Railroad Company bought that portion of the railroad in Pennsylvania; it was first consolidated with The New York, Chicago and St. Louis Railroad Company of New York, under the name of The New York, Chicago and St. Louis Railroad Company. The last named company was then consolidated with The Cleveland and State Line Railroad Company of Ohio, and The Fort Wayne and Illinois Railroad Company of Indiana, under the name of The New York, Chicago and St. Louis Railroad Company, by agreement filed with the Secretary of the Commonwealth on or about September 27, 1887.

CAPITAL STOCK.

Amount authorized by law,	\$30,000,000 00
Amount authorized by votes of company,	30,000,000 00
Amount now paid in, common, \$14,000,000.00; first preferred, \$5,000,- 000.00; second preferred, \$11,000,000.00; total,	30,000,000 00
Number of shares issued,	300,000
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due October 1, 1937, bear interest at 4 per cent., which is payable April and October 1) amount,	\$19,890,000 00
Total amount of funded and unfunded debt,	19,890,000 00
Funded debt as per last report,	\$20,000,000 00

COST.

Cost of roads owned to December 31, 1887,	\$46,536,119 25
Cost of additions for the year ending December 31, 1888,	36,619 10
Total cost of roads owned to date,	46,572,738 35
Average of same per mile of road laid,	89,550 90
Average of same per mile of single track,	90,870 08
Proportion of same for Pennsylvania,	3,996,466 12
Cost of equipment owned to December 31, 1887,	3,443,968 00
Cost of additions for the year ending December 31, 1888,	172,753 50
Total cost of equipment owned,	3,616,721 50
Average cost of equipment per mile of road owned by the company,	7,056 74
Average cost of equipment per mile of road operated by company,	6,915 07
Proportion of same for Pennsylvania,	310,355 43
Cost of road and equipment per mile (of road owned by company),	97,926 82
Proportion of same for Pennsylvania,	97,926 82
Total cost of roads and equipment,	50,189,459 85
Proportion of same for Pennsylvania,	4,306,821 55

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Buffalo, N. Y., to the boundary line between the States of Indiana and Illinois,	502.56	43.98
Length of single main track,	502.56	43.98
Length of second main track,	6.24	0.54
<i>Use Tracks of Other Companies.</i>		
In Buffalo, N. Y.,	1.60	0.13
From Grand Crossing, Ill., to Chicago, Ill.,	8.90	0.74
LEASED ROADS.		
The Chicago and State Line Railroad, from {	Length of road,	9.96
the boundary line between the States of {	Length of single track,	9.96
Indiana and Illinois to Grand Crossing, Ill., {	Length of double track,	1.31
SUMMARY.		
Length of main line,	502.56	43.98
Length of other companies tracks used by this company,	10.50	0.87
Length of leased roads,	9.96	0.82
Total length of all roads owned, leased and operated,	523.02	45.67
Length of second track,	7.55	0.62
Length of sidings and other tracks not above enumerated,	147.00	12.25
Length of all tracks,	677.57	58.54

GAUGE.	
Gauge of lines,	4 ft. 8½ in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	626.03	50.84
Miles of track laid with iron rail on lines owned, leased or operated,	51.54	4.26
	677.57	55.10

Weight of rail per yard, { Steel,	56, 60 and 65 lbs.
{ Iron,	56 lbs.

TELEGRAPH LINES.

Length of lines in miles, 512 52; in Pennsylvania,	43.98
Number of miles of wire, 8,200.32; in Pennsylvania,	703.68

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	370
Wooden bridges, number of, 15; aggregate length,	1,321 feet.
Iron bridges, number of, 41; aggregate length,	17,063 feet.
Wooden trestles, number of, 314; aggregate length,	33,008 feet.
Total length of bridges and trestles,	51,392 feet.

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth :
Erie and Pittsburgh Railroad, at Thornton Junction.

Railroads crossing lines owned by the company, either over or under grade, in this Commonwealth : Philadelphia and Erie Railroad, at Erie.

Number of crossings of highways, at grade, in this Commonwealth,	64
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	6
Number of crossings at which gates or flagmen are maintained,	8
Number of crossings at which there are neither gates nor flagmen,	56

CHARACTERISTICS OF ROAD—CONTINUED.

Statement of regulations governing employ es in regard to these crossings : Flagmen must show signal to warn people of approaching trains.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	117	13
Number of engine houses and shops owned by the company,	8	.. . . .
Number of fuel and water stations on main line,	40	3

Material of foundation upon which track is laid : Gravel.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	123	\$6,042 00
Passenger cars, first-class,	26	4,793 00
Passenger cars, second-class,	10	3,942 00
Baggage, mail and express cars,	14	3,050 00
Freight cars, 8-wheel,	7,077	379 00
Cars, roadway department, 8-wheel,	8	817 00
Hand cars and hand trucks,	241	42 75

Train brake in use : Westinghouse automatic.

Average number of cars in passenger trains, including mail, express and baggage cars,	3½
Average number of ears in freight trains,	27¾
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	163½
Average weight of freight trains, including locomotive and tender, in working order, in tons,	620

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	3,150
Same in Pennsylvania,	100

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	461,548
Number of miles run by freight and coal trains,	3,442,216
Total number of miles run,	3,903,764
Number of passengers carried one mile in Pennsylvania,	1,421,873
Net cost per mile for each passenger carried,	1.65100 cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	1,701,519
Number of tons of 2,000 pounds of local freight for the year,	1,034,818
Number of tons of freight carried one mile,	866,371,707
Number of tons of freight carried one mile in Pennsylvania,	74,344,470
Gross amount of tonnage for the year (2,000 pounds per ton),	2,736,337
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	27
Average rate of speed adopted by freight trains, including stops (miles per hour),	14

DOINGS OF THE YEAR—CONTINUED.

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal and bituminous		Agricultural products,	899,642
coal and coke,	410,733	Merchandise and manufactures,	430,135
Petroleum and other oils,	83,048	Live stock,	249,199
Pig iron,	19,273	Lumber,	285,375
Railroad iron,	12,645	Other articles,	143,879
Other iron or castings,	55,383		
Iron and other ores,	11,066	Total,	2,736,337
Stone and lime,	135,959		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal, per ton per mile,	$\frac{514}{1000}$ cent.
For local freight and coal, per ton per mile,	$\frac{563}{1000}$ cent.
All freight, per ton per mile,	$\frac{528}{1000}$ cent.

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888, . . .	521	97,005	\$1,964 41	23,931	489,034	\$13,004 39	24,452	586,039	\$14,968 80
February, 1888, . .	525	98,958	2,243 17	24,063	512,081	13,250 14	24,588	611,039	15,502 31
March, 1888, . . .	801	148,918	3,306 88	28,489	579,658	15,401 29	29,290	728,576	18,708 17
April, 1888, . . .	1,128	213,112	4,685 27	26,258	632,209	16,111 84	27,386	845,321	20,797 11
May, 1888, . . .	1,237	215,843	4,388 92	28,630	665,275	16,769 01	29,867	881,118	21,157 93
June, 1888, . . .	2,604	738,869	9,767 52	38,687	1,113,149	19,452 89	41,291	1,852,018	29,220 21
July, 1888, . . .	2,649	338,829	5,787 75	62,116	1,612,102	24,525 64	64,765	1,950,931	30,313 39
August, 1888, . . .	3,631	579,590	6,666 87	57,273	1,981,504	29,273 74	60,904	2,561,094	35,940 61
September, 1888, .	7,185	1,162,700	13,116 45	43,405	1,147,157	23,156 92	50,590	2,309,857	36,273 37
October, 1888, . .	5,069	769,207	9,371 65	36,656	956,970	19,718 08	41,725	2,726,777	29,089 73
November, 1888, .	1,483	259,576	4,325 23	36,893	981,282	20,151 39	38,376	1,240,868	24,476 62
December, 1888, .	1,875	157,988	3,812 75	44,140	1,119,153	22,934 31	45,015	1,277,141	26,747 06
Total,	27,708	4,780,595	69,436 67	450,541	11,789,574	\$233,758 64	478,249	16,570,169	\$303,195 31

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers, 1.36 cents; for first-class way passengers, 1.97 cents; for second-class through passengers, 1.60 cents; for second-class way passengers, 2.07 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888, . . .	116,725	46,336,182	\$301,389 27	78,363	21,730,006	\$120,728 89	195,088	68,066,188	\$422,118 16
February, 1888, . .	123,797	48,312,715	303,823 37	64,656	18,453,565	89,764 96	188,453	61,766,280	393,588 33
March, 1888, . . .	138,096	52,181,396	325,338 11	75,507	18,430,078	112,834 30	213,603	70,631,474	438,172 41
April, 1888, . . .	149,374	56,862,130	332,707 35	72,761	13,548,313	96,052 85	222,135	70,410,443	428,760 20
May, 1888, . . .	133,862	48,090,287	264,462 06	85,586	18,505,341	109,218 44	219,448	66,595,628	373,680 50
June, 1888, . . .	96,836	33,430,184	185,563 85	104,856	25,254,131	129,886 40	209,811	58,684,315	315,450 25
July, 1888, . . .	93,971	33,264,214	169,638 11	115,840	30,460,425	137,212 50	209,811	63,724,239	306,850 61
August, 1888, . . .	151,032	53,063,015	232,069 21	103,431	24,058,959	112,128 98	254,463	77,121,974	344,198 19
September, 1888, .	162,672	58,036,941	252,533 46	92,205	21,258,684	113,972 11	254,877	79,295,625	366,505 57
October, 1888, . .	170,159	62,349,707	283,762 33	93,930	18,687,284	115,456 67	264,089	81,036,991	399,219 00
November, 1888, .	152,652	57,760,328	251,725 26	83,445	17,790,053	109,152 76	236,097	75,550,381	360,878 02
December, 1888, .	212,343	80,934,701	339,864 06	64,238	12,553,468	81,626 65	276,581	93,488,169	421,490 71
Total,	1,701,519	630,621,800	\$3,242,876 44	1,034,818	235,749,907	\$1,328,035 51	2,736,337	866,371,707	\$4,570,911 95

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
January, 1888,	\$1,713 16	\$767 25	\$353 73	\$2,834 14
February, 1888,	1,957 00	862 71	204 50	3,024 21
March, 1888,	1,956 99	970 64	207 40	3,135 03
April, 1888,	1,694 43	1,014 88	1,403 55	4,112 86
May, 1888,	1,957 00	1,059 11	168 88	3,184 99
June, 1888,	1,956 99	1,135 35	181 28	3,273 62
July, 1888,	1,900 73	1,219 89	453 28	3,573 90
August, 1888,	1,957 00	1,160 46	310 63	3,428 09
September, 1888,	2,540 90	1,759 31	599 96	4,900 17
October, 1888,	2,027 90	1,892 20	282 90	4,203 00
November, 1888,	2,151 64	1,155 05	826 09	4,132 78
December, 1888,	2,151 64	1,277 95	878 00	4,307 59
Total,	\$23,965 38	\$14,274 80	\$5,870 20	\$44,110 38

RECAPITULATION.

Total passenger earnings for the year,	\$303,195 31
Total freight earnings for the year,	4,570,911 95
Total earnings from all other sources,	44,110 38
Total earnings for the year,	\$4,918,217 64
Total receipts from all sources on whole length of line,	\$4,924,637 99
Proportion of earnings in Pennsylvania to earnings of whole line,	422,589 31

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Land or land damages (credit),	\$2,716 97
Passenger and freight houses,	36,634 07
New locomotives, number 3,	28,323 00
New freight cars (8-wheel), number 150,	144,430 50
Any other expenditures chargeable to this account,	2,702 00
Total,	\$209,372 60
Proportion for Pennsylvania,	17,966 52

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$2,605 76	\$1,635 59	\$4,241 35
Agents and clerks,	33,209 37	230,264 71	263,474 08
Cars, cleaning and inspecting,	8,387 31	34,514 19	42,901 50
Car furniture and fixtures,	647 38	6,699 54	7,346 92
Car service,	265 39	197,728 74	197,994 13
Conductors, baggagemen and brakemen,	22,637 05	222,061 10	244,698 15
Expenses of stations, except labor,	321 95	978 05	1,300 00
Foreign agencies,	7,800 17	92,394 84	100,195 01
Heating and lighting cars,	6,463 02	2,768 83	9,231 85
Heating and lighting stations,	2,240 09	7,820 71	10,060 80
Incidentals,	187 16	7,634 50	7,821 66
Labor at stations,	3,510 60	179,722 89	183,233 49
Legal expenses,	1 47	69 50	70 97
Loss and damage,	295 58	43,380 19	43,675 77
Mail expenses,	212 80	..	212 80
Stationery and printing,	4,383 28	37,351 64	41,734 92
Stations, repairs of, furniture for, and rent,	8,791 55	28,645 22	37,436 77
Superintendents,	6,157 59	30,724 05	36,881 64
Switchmen,	2,717 20	154,948 64	157,665 84
Switching and track service,	275 45	46,077 15	46,352 60
Telegraph expenses,	13,388 18	69,302 56	82,690 74
Watchmen,	7,446 64	37,235 75	44,682 39
Wrecks, clearing,	23 18	6,400 05	6,423 23
Total,	\$131,968 17	\$1,438,358 44	\$1,570,326 61

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemmen and firemen, passenger,	\$27,128 07		\$27,128 07
Enginemmen and firemen, freight,		281,033 66	281,033 66
Engine houses and machine shops, etc., re- pairs of,	479 87	4,416 79	4,896 66
Fuel for heating,	387 15	3,563 41	3,950 56
Fuel for locomotives,	20,851 64	361,592 87	382,444 51
Incidentals,	504 67	4,645 07	5,149 74
Laborers,	3,913 80	36,026 00	39,939 80
Locomotive furniture and fixtures,	837 21	7,705 75	8,542 96
Locomotives, repairs of,	11,467 88	227,303 42	238,771 30
Oil, tallow and waste,	1,248 50	15,291 12	16,539 62
Stationery and printing,	162 98	1,500 10	1,663 08
Tools and machinery, repairs of,	2,193 95	20,193 31	22,387 26
Watchmen,	178 12	1,639 44	1,817 56
Water, wood and coal stations, expenses and repairs of,	3,904 96	35,941 61	39,846 57
Total,	\$73,258 80	\$1,000,852 55	\$1,074,111 35
MAINTENANCE OF WAY.			
Ballast,	\$1,753 77	\$48,354 17	\$50,107 94
Bridges, repairs of,	6,059 83	167,078 32	173,138 15
Cars, repairs of (in M. of W. service),	88 08	2,428 55	2,516 63
Clerks,	183 86	5,069 40	5,253 26
Cross-ties,	5,560 75	153,317 58	158,878 33
Foremen, tool and watch-houses, repairs of,	103 37	2,850 13	2,953 50
Frogs and switches,	794 27	21,899 22	22,693 49
Incidentals,	23 12	637 52	660 64
Oil, tallow, waste, etc.,	48 78	1,345 02	1,393 80
Rails, iron,	55 70	1,535 42	1,591 12
Rails, steel,	1,494 15	41,196 02	42,690 17
Road-bed, repairs of, labor and material,	12,619 75	347,944 60	360,564 35
Snow and ice, removing,	139 75	3,853 11	3,992 86
Spikes, splices, bolts and chairs,	838 00	23,104 61	23,942 61
Stationery and printing,	38 14	1,051 60	1,089 74
Superintendents and supervisors,	730 40	20,138 11	20,868 51
Tools and repairs of tools,	486 60	13,416 27	13,902 87
Watchmen,	915 42	25,239 40	26,154 82
Fences, repairs of,	614 96	16,955 47	17,570 43
Total,	\$32,548 70	\$897,414 52	\$929,963 22
MAINTENANCE OF CARS.			
Car shops and sheds, repairs of,	\$170 26	\$2,441 15	\$2,611 41
Cars, repairs of freight,		266,486 72	266,486 72
Cars, repairs of passenger, baggage, express and postal,	18,581 88		18,581 88
Incidentals,	297 78	4,269 33	4,567 11
Laborers,	580 90	8,328 47	8,909 37
Oil, tallow, waste, etc.,	581 37	14,479 84	15,061 21
Tools and repairs of tools,	325 98	4,673 78	4,999 76
Watchmen,	77 82	1,115 83	1,193 65
Total,	\$20,615 99	\$301,795 12	\$322,411 11
GENERAL EXPENSES.			
Attendants,	\$297 48	\$4,142 62	\$4,440 10
Clerks,	1,646 38	22,926 54	24,572 92
Fuel and light, furniture, etc.,	130 71	1,820 30	1,951 01
Incidentals and legal expenses,	1,495 55	20,826 13	22,321 68
Office expenses, repairs and rent,	357 17	4,973 69	5,330 86
Salaries of president and other officers,	2,302 97	32,069 73	34,372 70
Stationery and blanks,	215 73	3,004 05	3,219 78
Taxes, State, county and city,	8,093 79	112,709 00	120,802 79
Total,	\$14,539 78	\$202,472 06	\$217,011 84

EARNINGS—SUMMARY.

Passenger transportation, local, \$233,758.64; through, \$69,436.67; total,	\$303,195 31
Freight transportation, local, \$1,328,035.51; through, \$3,242,876.44; total,	4,570,911 95
Mail service, \$23,965.38; express service, \$14,274.80; total,	38,240 18
Miscellaneous,	5,870 20
Total,	\$4,918,217 64

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$131,968 17	\$1,438,358 44	\$1,570,326 61
Motive power,	73,258 80	1,000,852 55	1,074,111 35
Maintenance of way,	32,548 70	897,414 52	929,963 22
Maintenance of cars,	20,615 99	301,795 12	322,411 11
General expenses,	14,539 78	202,472 06	217,011 84
Total operating expenses,	\$272,931 44	\$3,840,892 69	\$4,113,824 13
Expenditures charged to cost of road, real estate and equipment during the year,			209,372 60
Total expenditures during the year,			\$4,323,196 73

Operating expenses, 83.64 per cent. of earnings.

Earnings per mile of road operated, \$9,403 50

Expenses per mile of road operated, 7,865 52

Net earnings, \$1,537 98

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction and equipment,	\$50,189,459 85
Bonds of this company,	290,000 00
Material and fuel on hand,	250,186 64
Cash on hand and on deposit,	123,250 09
Due by station agents and conductors,	230,155 82
Due by other companies,	402,105 55
Due by United States Post-Office Department,	6,454 91
Due on miscellaneous accounts,	30,913 89
Debts of the receiver of the New York, Chicago and St. Louis Railway assumed by this company,	205,461 45
	<u>\$51,727,988 20</u>

LIABILITIES.

Capital stock,	\$30,000,000 00
First mortgage bonds,	19,890,000 00
Unpaid vouchers and pay-rolls,	810,316 48
Due other companies and individuals,	108,431 40
Interest on bonds accrued but not due,	194,560 00
Interest coupons due and not presented,	15,900 00
Collected account of assets of The New York, Chicago and St. Louis Railway Company,	5,675 48
Bonds and cash received from the purchasing committee,	597,387 56
Sinking fund account,	100,000 00
Profit and loss,	5,717 28
	<u>\$51,727,988 20</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : American Express Company ; terms, between Cleveland and Chicago 6 cents per ton per mile ; between Cleveland and Buffalo, \$200.00 per month.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : Lackawanna Line, Trader's Despatch, Nickel Plate Line, Interstate Despatch, White Line and Central Transit Company ; all are coöperative lines and owned by the companies over whose roads they run.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? Use the cars of the different companies over whose roads they run.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? None.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: The yearly compensation allowed this company for the transportation of mails is \$25,819.61.

STOCK AND DIVIDENDS.

Paid to sinking fund,	\$100,000 00
Balance for the year, or deficit,	48,841 89
Surplus at commencement of the year,	154,559 17
Total surplus,	5,717 28
Surplus invested as follows:	
Cash on hand and on deposit,	123,250 09
Material, fuel and stores,	250,186 64
	\$373,436 73
Less balance of accounts due by company,	367,719 45
	\$5,717 28

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employes,	3	1	.....	1	3
Others,	1	.....	1	.....
Total,	3	2	.....	2	3

NEW YORK AND NORTH PENNSYLVANIA RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS. 7

NAMES.	OFFICES.	RESIDENCES.
C. L. Pattison,	President,	Elkland, Pa.
T. C. Platt,	Vice President,	New York, N. Y.
J. E. Jones,	Secretary,	New York, N. Y.
George R. Sheldon,	Treasurer,	New York, N. Y.
Frank M. Baker,	General Superintendent,	Addison, N. Y.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES,	NAMES OF DIRECTORS.	RESIDENCES.
T. C. Platt,	New York.	J. W. Hammond,	Osceola, Pa.
C. L. Pattison,	Elkland, Pa.	Arthur Clinton,	Galeton, Pa.
W. C. Sheldon,	New York.	L. R. Gale,	Galeton, Pa.
J. E. Jones,	New York.	B. H. Parkhurst,	Elkland, Pa.
James Horton,	Westfield, Pa.	G. R. Sheldon,	New York.

Date of annual meeting for election of directors, January 14.

GENERAL INFORMATION.

Name of road : New York and North Pennsylvania Railroad.

By whom operated : Addison and Pennsylvania Railway Company.

By what authority : By action of board of directors.

The general offices of the company are located at Addison, N. Y.

For information concerning this report, address Frank M. Baker, General Superintendent.

How are the passenger cars on your road heated, lighted and ventilated ? Heated by coal stoves, lighted with oil, and side ventilators in side of cars for ventilation.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

See previous reports.

CAPITAL STOCK.

Amount authorized by law,	\$180,000 00
Amount authorized by votes of company,	50,000 00
Amount subscribed,	50,000 00
Amount now paid in, common,	50,000 00
Number of shares issued,	1,000
Amount paid in on each share,	50 00
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

First mortgage bonds (bear interest at 6 per cent., which is payable

February and August 1), amount, \$50,000 00

Funded debt as per last report, 50,000 00

Total cash realized from capital stock and debt, 50,000 00

COST.

Cost of roads owned to December 31, 1887,	\$100,000 00
Total cost of roads owned to date,	100,000 00
Average of same per mile of road laid,	20,000 00
Average of same per mile of single track,	20,000 00
Cost of road and equipment per mile (of road owned by company),	20,000 00
Total cost of roads and equipment,	100,000 00
Proportion of same for Pennsylvania,	100,000 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Gaines, Pa., to Galetton, Pa.,	5.00	5.00
Length of single main track,	5.00	5.00
SUMMARY,		
Length of main line,	5.00	5.00
Total length of all roads owned, leased and operated,	5.00	5.00
Length of sidings and other tracks not above enumerated,	0.50	0.50
Length of all tracks,	5.50	5.50

GAUGE.

Gauge of lines,	3 feet
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	1.00	1.00
Miles of track laid with iron rail on lines owned, leased or operated,	4.00	4.00

Weight of rail per yard, {	Steel,	40 lbs.
	Iron,	30 lbs.

TELEGRAPH LINES.

Length of lines in miles, 5; in Pennsylvania,	5
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BRIDGES AND TRESTLES.

Wooden bridges, number of, 2; aggregate length,	140 feet
Wooden trestles, number of, 3; aggregate length,	870 feet
Total length of bridges and trestles,	1,010 feet

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth,	7
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Statement of regulations governing employes in regard to these crossings:
Whistle sounded sixty rods from crossing and bell rung continuously until crossing is past.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 1; freight, 1,	2	2
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	1	1

Material of foundation upon which track is laid : Gravely loan.

CHARACTERISTICS OF ROAD—CONTINUED.

EQUIPMENT.

Equipment owned by Addison and Pennsylvania Railway Company.

Average number of cars in passenger trains, including mail, express and baggage cars,	3
Average number of cars in freight trains,	4
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	67
Average weight of freight trains, including locomotive and tender, in working order, in tons,	84

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	7
Same in Pennsylvania,	7

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	4,680
Number of miles run by freight and coal trains,	3,744
Total number of miles run,	8,424
Number of passengers carried one mile in Pennsylvania,	44,847
Net cost per mile for each passenger carried,	2.80 cents
Number of tons of 2,000 pounds of through and local freight for the year on main road,	31,016
Number of tons of freight carried one mile,	139,572
Number of tons of freight carried one mile in Pennsylvania,	139,572
Gross amount of tonnage for the year (2,000 pounds per ton),	31,016
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	18
Average rate of speed adopted by express trains, including stops (miles per hour),	18
Average rate of speed adopted by freight trains, including stops (miles per hour),	14

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Petroleum and other oils,	3.00	Lumber,	23,470.00
Pig iron,	5.24	Other articles,	695.34
Iron and other ores,	1.10		
Agricultural products,	34.15	Total,	31,016.00
Merchandise and manufactures, 6,807.17			

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through and local freight, per ton per mile,	4.609 cents
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EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
January, 1888,	621	2,710	\$81 30
February, 1888,	703	3,075	92 25
March, 1888,	793	3,459	103 77
April, 1888,	845	3,683	110 50
May, 1888,	737	3,216	96 50
June, 1888,	802	3,496	104 89
July, 1888,	921	4,020	120 60
August, 1888,	1,030	4,495	134 85
September, 1888,	676	2,960	88 80
October, 1888,	859	3,745	112 35
November, 1888,	1,011	4,398	131 95
December, 1888,	968	4,238	127 15
Total,	9,966	43,495	\$1,304 91

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE AS
FOLLOWS:

For first-class through passengers, 3 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	MILES.	AMOUNT.
January, 1888,			\$533 20
February, 1888,			407 83
March, 1888,			531 96
April, 1888,			430 81
May, 1888,			496 69
June, 1888,			481 17
July, 1888,			511 30
August, 1888,			621 98
September, 1888,			560 43
October, 1888,			558 84
November, 1888,			553 74
December, 1888,			545 64
Total,	31,016	160,840	\$6,233 59

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANE- OUS.	TOTAL.
January, 1888,	\$26 20	\$2 09		
February, 1888,	28 75	3 92	\$42 58	
March, 1888,	28 75	7 00		
April, 1888,	28 75	6 59		
May, 1888,	28 75	7 28		
June, 1888,	28 75	4 92		
July, 1888,	28 75	4 45		
August, 1888,	28 75	3 87		
September, 1888,	28 75	3 40		
October, 1888,	28 75	4 16		
November, 1888,	28 75	3 32		
December, 1888,	28 75	4 93		
Total,	\$342 45	\$55 93	\$42 58	\$440 96

EARNINGS FOR THE YEAR—CONTINUED.

RECAPITULATION.

Total passenger earnings for the year,	\$1,304 91
Total freight earnings for the year,	6,233 59
Total earnings from all other sources,	440 96
Total earnings for the year,	\$7,979 46
Total receipts from all sources on whole length of line,	\$7,979 46
Proportion of earnings in Pennsylvania to earnings of whole line,	7,979 46

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Agents and clerks,	\$184 43	\$553 30	\$737 73
Expenses of stations, except labor,	86	2 58	3 44
Incidentals,	80	2 43	3 23
Insurance,	2 25	6 75	9 00
Loss and damage,	6 25	18 75	25 00
Taxes on Stations,	1 75	5 25	7 00
Telegraph expenses,	15 00	45 00	60 00
Total,	\$211 34	\$634 06	\$845 40
MOTIVE POWER.			
Paid Addison and Pennsylvania Railway for operating lines,			\$1,845 37
Total,	\$461 34	\$1,384 03	\$1,845 37
MAINTENANCE OF WAY.			
Rails, steel,	\$49 21	\$147 65	\$196 86
Road-bed, repairs of, labor and material,	516 80	1,550 41	2,067 21
Snow and ice, removing,			
Spikes and splices,			
Total,	\$566 01	\$1,698 06	\$2,264 07
GENERAL EXPENSES.			
Clerks,	\$17 50	\$52 50	\$70 00
Total,	\$17 50	\$52 50	\$70 00

EARNINGS—SUMMARY.

Passenger transportation,	\$1,304 91
Freight transportation,	6,233 59
Mail service, \$342.45; express service, \$55.93; total,	398 38
Miscellaneous,	42 58
Total,	\$7,979 46

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$211 34	\$634 06	\$845 40
Motive power,	461 34	1,384 03	1,845 37
Maintenance of way,	566 01	1,698 06	2,264 07
General expenses,	17 50	52 50	70 00
Total operating expenses,	\$1,256 19	\$3,768 65	\$5,024 84
Total expenditures during the year,			5,024 84

Operating expenses, 64 per cent. of earnings.

Earnings per mile of road operated,	\$1,595 89
Expenses per mile of road operated,	1,004 97
Net earnings,	2,954 62
Net earnings from operation,	<u>\$2,954 62</u>
Surplus at commencement of year,	1,327 52
	<u>\$4,282 14</u>

Deduction from income as follows :

Interest on \$50,000 first mortgage bonds at 6 per cent., . . .	\$3,000 00	
Taxes on earnings,	32 14	
	<u>3,032 14</u>	
Surplus December 31, 1888,		<u>\$1,250 00</u>

Surplus is amount of interest account not yet due.

GENERAL BALANCE SHEET, 1888.

ASSETS.	
To cost of road,	\$100,000 00
To cash on hand,	1,250 00
	<u>\$101,250 00</u>
LIABILITIES.	
By capital stock,	\$50,000 00
By first mortgage bonds,	50,000 00
Interest on first mortgage bonds, accrued five months, not yet due, \$50,000 at 6 per cent.,	\$1,250 00
By profit and loss (surplus),	1,250 00
	<u>\$101,250 00</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates : Wells, Fargo & Co.'s Express, 5 cents per 100 pounds.

UNITED STATES MAIL.

Compensation paid by the United States Government for transportation of its mails, and the terms of service : \$345.00 per annum.

NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
John King,	President,	P. O. box 839 New York.
S. M. Felton, Jr.,	First Vice President,	P. O. box 839 New York.
E. B. Thomas,	Second Vice President,	P. O. box 839 New York.
A. Donaldson,	Third Vice President,	P. O. box 839 New York.
A. R. Macdonough,	Secretary,	P. O. box 839 New York.
Edward White,	Treasurer,	P. O. box 839 New York.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Josiah Belden,	No. 7 West Fifty-first street, New York.	Ogden Mills,	No. 15 Broad street, New York.
Henry H. Cook,	No. 115 Broadway, New York.	Cortland N. Parker,	Newark, N. J.
Wm. N. Gilchrist,	Windsor Hotel, New York.	Geo. W. Quintard,	No. 165 West street, New York.
James J. Goodwin,	No. 45 West Thirty-fourth street, New York.	Wm. L. Strong,	No. 75 Worth street, New York.
Morris K. Jesup,	No. 197 Madison Ave., New York.	J. Louber Welsh,	No. 304 Walnut St., Philadelphia, Pa.
John King,	No. 5 East Fifty-seventh St., New York.	Wm. A. Wheelock,	No. 320 Broadway, New York.
Wm. Libbey,	No. 31 Nassau street, New York.	Wm. Whitewright,	No. 73 Broadway, New York.
John G. McCullough,	No. 21 Courtland street, New York.	M. F. Reynolds,	Rochester, N. Y.
		Sam'l M. Felton, Jr.,	No. 21 Courtland street, New York.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, April 27, 1878.

The New York, Lake Erie and Western Railroad Company was organized in pursuance of the provisions of an act of the Legislature of the State of New York, entitled "An act to facilitate the re-organization of railroads sold under mortgage, and providing for the formation of new companies in such cases," passed May 11, 1874, and the act amending the same, passed June 2, 1876.

The re organization took place upon the purchase under foreclosure and sale, on the 24th day of April, 1878, of the property and franchises of the Erie Railway Company.

Its certificate of incorporation was filed April 27, 1878.

Among the property and franchises to which this company succeeded, upon such foreclosure and sale, are the various railroad leaseholds originally demised to the Erie Railway Company, and whose terms were unexpired at the time of such foreclosure and sale.

These are enumerated in the list of leased lines in the accompanying report.

In addition, this company has, since its organization, acquired by lease the follow-

ing railroads, which are now operated by it, under and in pursuance of the general railroad laws of the State of New York, namely :

1. The Lockport and Buffalo Railroad, under lease made September 15, 1880, for the unexpired term of the charter of that company, was leased to the Suspension Bridge and Erie Junction Railroad Company, of which the New York, Lake Erie and Western Company is the lessee, as successor to the Erie Railroad Company, and is also guarantor of the money covenants in said lease.
2. The Buffalo and Southwestern Railroad, under lease made August 1, 1880, for the unexpired term of the charter of that company.
3. The Middletown and Crawford Railroad, under lease made January 30, 1882, for the term of 99 years from its date.
4. The New York, Pennsylvania and Ohio Railroad, under lease made April 30, 1883, for the term of 99 years, from the 1st of May, 1883.

CAPITAL STOCK.

The capital stock of this company, fixed by its certificate of incorporation, is as follows :

Common stock,	\$78,000,000 00	
Preferred stock,	8,536,900 00	
		<u>\$86,536,900 00</u>

Under the plan of re-organization forming part of its certificate of incorporation, the "capital stock" of this company was to be issued in exchange, at par, for stock of the Erie Railway Company, upon the payment of certain specified assessments.

These assessments have been paid upon the following amounts of stock, viz :

Common stock,	\$77,083,800 00	
Preferred stock,	8,156,700 00	
		<u>\$85,240,500 00</u>

Of this there has been issued in exchange for stock of the Erie Railway Company :

Common stock,	\$76,866,500 00	
Preferred stock,	8,149,400 00	
		<u>\$85,015,900 00</u>

There is still held awaiting such exchange :

Common stock,	\$217,300 00	
Preferred stock,	7,300 00	
		<u>224,600 00</u>

Stock issued pursuant to the articles of incorporation :

Common stock,	500,000 00	
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Stock unissued and held for disposition pursuant to the articles of incorporation :

Common stock,	\$416,200 00	
Preferred stock,	380,200 00	
		<u>796,400 00</u>

Total amount authorized,	<u>\$86,536,900 00</u>
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STATEMENT OF FUNDED DEBT.

This company owns and now holds the road and franchises of the Erie Railway Company, subject to mortgages, as follows, viz :

First mortgage bonds, mature May 1, 1897,	\$2,482,000 00
Second mortgage bonds (extended), mature September 1, 1919,	2,149,000 00
Third mortgage bonds (extended), mature March 1, 1923,	4,618,000 00
Fourth mortgage bonds (extended), mature October 1, 1920,	2,926,000 00
Fifth mortgage bonds (extended), mature June 1, 1928,	709,500 00
Buffalo branch mortgage bonds, mature July 1, 1891,	182,600 00
Consolidated mortgage bonds, mature September 1, 1920,	16,890,000 00
	<u>\$29,957,100 00</u>

Which mortgage debts are included by this company in this statement of its funded debt, for reasons which appear above.

STATEMENT OF FUNDED DEBT—CONTINUED.

Pursuant to its certificate of incorporation this company has created a funded debt, as follows, viz :

First consolidated funded coupon bonds, mature September 1, 1920, (as far as ascertained),	\$3,705,977 10	
Second consolidated mortgage bonds, mature December 1, 1969,	25,000,000 00	
Second consolidated funded coupon bonds, mature December 1, 1969,	8,597,400 00	
Re-organization first lien bonds, mature December 1, 1908,	2,500,000 00	
Collateral trust bonds, mature November 1, 1922,	\$5,000,000 00	
Less amount redeemed,	727,000 00	
	4,273,000 00	
Income bonds, mature June 1, 1977,	508,008 00	
Funded coupon bonds of 1885, mature December 1, 1969,	4,025,760 00	
		48,610,145 10
Total,		\$78,567,245 10

TABLE B.

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending September 30, 1888.	Total cost of road and equipment up to September 30, 1888.
Ballast,	\$96,443 41	\$870,004 51
Bridges,	25,835 15	195,583 51
Superstructure (including ties), rails,	82,576 50	1,266,173 47
Land, land damages and fences,	42,553 42	774,302 18
Passenger and freight stations,	29,339 40	323,257 80
Engine and car houses, shops, machinery and tools,	10,252 63	787,053 64
Engineering expenses,		38,293 34
Telegraph line,	9,458 52	35,236 59
Wharfing,	1,174 69	2,163 72
Incidentals,	2,445 80	41,971 61
Second track,		1,997,122 81
*Water transportation, New York harbor, etc.,	7,980 00	277,285 57
Elevator at Buffalo,		304,142 87
Coal pockets at Buffalo,		43,243 12
Narrowing gauge of road,		57,572 71
Lehigh docks at Buffalo,		213,888 05
Eric coal docks at Buffalo,		203,344 52
Improvements at East Buffalo,		329,745 15
Third rail, taking up,		17,791 56
Third rail,		931,122 83
Union Bolt Works, Paterson,	10,000 00	12,282 29
Mortgage on real estate assigned to trustee,		129,500 00
	\$302,099 52	\$8,851,081 85
EQUIPMENT.		
Locomotives,	\$315,408 59	\$1,053,743 80
Passenger cars, mail, baggage and express cars,	13,670 94	567,554 35
Freight and other cars,	2,747 25	3,047,972 08
Narrowing gauge of cars,		284,785 40
Narrowing gauge of locomotives,		967,356 79
Total cost of equipment,	\$331,826 78	\$5,921,412 42
Grand total cost of road and equipment,	\$633,926 30	\$14,772,494 27

* Credit.

Ballasting road,	\$16,910 08
Switches, sidings, extensions, etc.,	38,611 31
Signal towers and signals,	18,564 59
Crossing gates,	6,621 85
Engine house, Hackensack bridge,	547 14
Passenger stations, Puxedo, Wildnick, Hillburn, Undercliff and East Corning,	6,554 61

TABLE B—CONTINUED.

Telegraph lines,	9,636 27
Twenty-third street improvements,	5,012 43
Bergen yard improvements,	2,112 67
Jersey City yard improvements,	10,165 51
Port Jervis yard improvements,	20,797 84
Susquehanna yard improvements,	1,819 92
Freight house, Port Jervis,	3,159 25
Freight house, Paterson,	1,290 77
Hackensack bridge,	78,237 68
Bridge, Rochester division,	10,150 00
Land, Port Jervis, Susquehanna, Owego and Belvidere,	2,582 40
Coal trestle, Piermont,	18,737 64
Transfer platform, etc., Newburg,	1,472 08
Building wall, Paterson,	3,020 70
Turntable pit and ash pit, Jersey City,	3,077 00
Crossing bells, Monroe,	324 03
Gas machine, Buffalo,	252 23
Waiting shed, Southport,	156 51
Payment account of Union Bolt Works property, Paterson,	10,000 00
Applying gas and steam heating fixtures and train signals to pas- senger cars,	13,670 94
One derrick car,	2,472 25
One caboose,	275 00
Eleven engines,	122,000 00
Twenty switching engines,	157,158 05
Applying air brakes, steam heating, train signal apparatus to engines, Extensions, fronts on engines,	29,012 07
Machinery for eastern car shops,	7,238 47
Real estate, Jersey City, Port Jervis, Niagara Falls and Garfield,	6,915 84
	33,349 17
	\$641,906 30
Less amount realized from sale of propeller,	7,980 00
Total,	\$633,926 30

TABLE C.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1888.

Gross earnings from operations,		\$27,217,989 75
Less proportions due leased lines which are worked upon a percentage of earnings,	\$2,385,169 95	
Operating expenses (excluding all taxes),	17,620,257 36	
		20,005,427 31
Net earnings from operation,		\$7,212,562 44
Income from other sources as follows, viz:		
Earnings of Pavonia ferries, elevator and docks, Buffalo and baggage express,	\$483,404 50	
Rents of Erie buildings and Twenty-third street properties, Rent and expenses of stock yards and docks and improve- ment company,	21,867 86	
Interest on securities,	25,279 88	
Miscellaneous,	391,896 58	
	15,391 81	
		937,840 63
Gross income from all sources,		\$8,150,403 07
Deductions from income as follows, viz:		
Interest on funded debt due and accrued,	\$4,755,882 39	
Rentals of leased lines,	1,223,060 47	
Taxes, { On property used in operation of road,	383,212 11	
{ On earnings and capital stock,	114,862 66	
Interest on equipment, loans and mortgages,	325,383 63	
Guaranteed interest other than on the bonds of the com- pany,	55,245 59	
Expenses of Pavonia ferries, elevator docks, baggage, ex- press and other charges,	553,913 70	
		7,411,560 55
Net income from all sources,		\$738,842 52

TABLE C—CONTINUED.

Surplus for year ending September 30, 1888,	\$738,842 52	\$738,842 52
Surplus up to September 30, 1887,	7,592,184 82	8,331,027 34
Less dividends paid during the year on preferred stock, which was not exchanged when the books were closed in 1881-1882 and 1883,	\$6,390 00	
Commissions and expenses extending New York and Erie Railroad, fifth mortgage bonds,	8,721 45	
Uncollectible accounts written off,	18,332 26	
Amounts paid city of New York in settlement of claim for taxes—rent, etc., on Erie buildings and piers,	107,500 00	
Depreciation of passenger equipment written off,	314,604 12	455,547 85
Total surplus September 30, 1888,		\$7,875,479 51

DETAILED STATEMENT OF RENTALS.

Paterson and Hudson Railroad, annual rental,		\$48,400 00
Paterson and Ramapo Railroad, annual rental,		30,000 00
Hoboken Land and Improvement Company, rental,		4,890 83
Newburg and New York Railroad, 7 per cent. on \$250,000.00 bonds,		17,500 00
Buffalo, New York and Erie Railroad :		
Organization expenses,	\$5,000 00	
Seven per cent. on \$950,000.00 stock,	66,500 00	
Seven per cent. on \$2,380,000.00 bonds,	166,600 00	238,100 00
Montgomery and Erie Railroad, rental,		16,000 00
Goshen and Deckertown Railroad, rental,		21,500 00
Hawley Branch Railroad, rental,		50,000 00
Honesdale Branch Railroad, rental,	\$15,900 00	
Expenses extending bonds,	1,163 25	17,063 25
Jefferson Branch Railroad, 7 per cent. on \$2,000,000.00 bonds,		140,000 00
Rochester and Genesee Valley Railroad :		
Six per cent. on \$555,200.00 stock,	\$33,312 00	
Organization expenses,	700 00	34,012 00
Avon, Genesee and Mount Morris Railroad :		
Six per cent. on \$225,000.00 stock,	\$13,500 00	
Organization expenses,	100 00	13,600 00
Buffalo, Bradford and Pittsburgh Railroad, 7 per cent. on \$580,000.00 bonds,		40,600 00
Lockport and Buffalo Railway, annual rental,		21,000 00
Bergen county, 6 per cent. on \$200,000.00 bonds,		12,000 00
Middletown and Crawford Railroad, annual rental,		10,500 00
Newark and Hudson Railroad, 7 per cent. \$250,000.00 bonds,		17,500 00
Long Dock Company, annual rental,		480,000 00
Suspension Bridge and Erie Junction Railroad :		
Rent, 7 per cent. on \$1,000,000.00 bonds,	\$70,000 00	
Less 30 per cent. of earnings,	59,605 61	10,394 39
Total,		\$1,223,060 47

GROSS EARNINGS FROM OPERATION.

Earnings as per table "D,"	20,840,022 84
Earnings of New York, Pennsylvania and Ohio Railroad,	6,377,966 91
Total earnings as per table "C."	\$27,217,989 75

TABLE D.

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	PASSENGER.	FREIGHT.	TOTAL.
Freight, through, . . . \$6,075,885 99			
Freight, local, . . . 9,745,324 05			
Passengers, through, . \$755,869 52			
Passengers, local, . . . 3,052,521 15			
	\$3,808,390 67	\$15,821,210 04	\$15,821,210 04
Mail,	196,433 79		3,808,390 67
Express,	451,697 66		196,433 79
Miscellaneous, as follows, viz:			451,697 66
Rents, \$28,156 83			
Sundries, 534,133 85	262,391 17	299,899 51	562,290 68
Total gross earnings,	\$4,718,913 29	\$16,121,109 55	\$20,840,022 84
OPERATING EXPENSES.			
MAINTENANCE OF WAY AND STRUCTURES			
Repairs of track and road-bed,	\$363,333 30	\$847,777 75	\$1,211,111 05
Steel rails laid, 15,417 tons, cost, \$555,- 012.00.			
Repairs of bridges (including culverts and cattle guards),	64,140 65	149,661 52	213,802 17
Repairs of stations, shops, docks, etc., . .	167,740 20	234,754 73	402,494 93
Repairs of fences,	8,111 78	18,927 48	27,039 26
Other expenses for maintenance of way and structures,	68,840 87	160,628 68	229,469 55
Total,	\$672,166 80	\$1,411,750 16	\$2,083,916 96
MAINTENANCE OF EQUIPMENT.			
Repairs of locomotives,	\$224,603 25	\$688,757 19	\$913,360 44
Repairs of cars,	366,611 73	1,015,225 23	1,381,836 96
Repairs of machinery and tools,	29,452 36	68,722 17	98,174 53
Other expenses for maintenance of equipment,	130,177 39	303,747 24	433,924 63
Total,	\$750,844 73	\$2,076,451 83	\$2,827,296 56
CONDUCTING TRANSPORTATION.			
Wages of conductors and men,	\$339,076 13	\$962,189 80	\$1,301,265 93
Wages of engineers and firemen,	311,644 71	909,423 18	1,221,067 89
Fuel for locomotives,	244,993 69	867,876 36	1,112,870 05
Oil and waste,	28,837 83	84,896 29	113,734 12
Water supply,	30,126 14	70,294 34	100,420 48
Other train supplies or expenses,	140,787 68	152,856 34	293,644 02
Wages of station agents and clerks, . . .	131,755 50	593,031 85	724,787 35
Wages for labor at stations,	26,892 66	612,191 01	639,083 67
Station supplies,	64,535 11	164,282 86	228,817 97
Wages of watchmen, flagmen and switchmen,	80,180 11	370,819 83	450,999 94
Other expenses for conducting trans- portation,	32,672 55	554,406 30	587,078 85
Total,	\$1,431,502 11	\$5,342,268 16	\$6,773,770 27
GENERAL EXPENSES.			
Salaries of general officers and clerks, . .	\$108,728 09	\$253,575 88	\$362,303 97
General office expenses and supplies, . .	18,976 66	41,278 85	60,255 51
Stationery and printing,	47,317 81	72,945 59	120,263 40
Outside agencies and advertising,	124,718 62	176,746 45	301,465 07
Legal expenses,	17,963 89	41,915 75	59,879 64
Loss and damage of freight and baggage, .	292 18	64,852 71	65,144 89
Damage to cattle and property,	22,253 15	59,174 51	81,427 66
Injuries to persons,	59,073 58	50,816 69	109,890 27
Telegraph maintenance and operation, . .	77,242 04	198,881 02	276,123 06
Mileage of cars of other companies (debit balance),	(Cr.) 26,508 10		(Cr.) 26,508 10
Other general expenses,	252 93	590 18	843 11
Total,	\$450,310 85	\$964,077 63	\$1,414,388 48
Grand total operating expenses,	\$3,304,824 49	\$9,794,547 78	\$13,099,372 27

TABLE D—CONTINUED.

Operating cost, 62.85 per cent. of earnings (excluding taxes.)

Operating cost, 64.16 per cent. of earnings (including taxes on all property actually used in operation of road, and on earnings and capital stock.)

Per mile of road operated: Gross earnings, \$20,070.15; expenses, \$12,615.47; net earnings, \$7,454.68.

OPERATING EXPENSES.	PASSENGER.	FREIGHT.	TOTAL.
As per table D, New York, Pennsylvania and Ohio Rail- road,	\$3,304,824.49 1,025,348 89	\$9,794,547 78 3,495,536 20	\$13,099,372 27 4,520,885 09
Totals,	\$4,330,173 38	\$13,290,083 98	\$17,620,257 36

TABLE E—GENERAL BALANCE SHEET SEPTEMBER 30, 1888.

ASSETS.	
Cost of road (as per table B),	\$8,851,081 85
Cost of equipment (as per table B),	5,921,412 42
Other permanent investments as follows, viz:	
Stock of other companies,	\$2,784,315 49
Bonds of other companies,	340,619 60
	<hr/> 3,124,935 09
Construction of branch lines, etc.,	845,782 37
Amount paid on account of equipment,	2,867,027 21
The estate of the Erie Railway Company,	146,281,949 04
Chicago and Atlantic Railway Company, advancees,	2,214,683 35
New York, Lake Erie and Western Coal and Railroad, advances,	2,047,080 57
Advances to other companies,	918,300 62
Current assets, as follows, viz:	
Cash on hand, and in London,	293,876 20
Bills receivable,	41,645 01
Due by agents and others on account of traffic,	1,952,830 59
Open accounts due by companies and individuals,	1,328,812 76
Materials and supplies,	474,340 16
Erie coal companies,	580,592 52
Total,	<hr/> \$177,744,349 76 <hr/>
LIABILITIES.	
Capital stock (as per table A),	\$85,515,900 00
Funded debt (as per table A),	78,567,245 10
Current liabilities, as follows, viz:	
Interest on funded debt, { Due,	\$145,837 84
{ Accrued,	1,213,085 01
	<hr/> 1,358,922 85
Dividends unpaid,	5,892 00
Audited vouchers and pay rolls,	1,860,675 64
Open accounts, due companies and individuals,	327,836 20
Loans and bills payable,	993,320 77
Sundries,	29,471 85
Due companies and individuals on account of traffic,	624,321 08
Rentals of leased lines, etc.,	579,356 76
Over-due coupons on second consolidated bonds outstanding,	5,928 00
Profit and loss (surplus) as per table C,	7,875,479 51
Total,	<hr/> \$177,744,349 76 <hr/>

TABLE F—TRAFFIC AND MILEAGE STATISTICS.

ITEM.	EASTWARD BOUND.			WESTWARD BOUND.			IN BOTH DIRECTIONS.		
	Through.	Local.	Total.	Through.	Local.	Total.	Through.	Local.	Total.
	Through.	Local.	Total.	Through.	Local.	Total.	Through.	Local.	Total.
Number of passengers carried,	178,946	4,102,234	4,281,180	199,299	4,963,205	4,292,504	378,245	8,165,439	8,543,684
Number of passengers carried one mile,	19,120,980	83,333,833	102,454,813	26,673,708	84,326,460	111,000,168	45,791,688	168,230,293	214,021,981
Number of tons of freight carried,	4,274,159	5,051,498	9,325,657	3,255,321	2,593,131	5,848,452	7,529,380	7,644,629	15,174,009
Number of tons of freight carried one mile,	751,349,115	687,520,312	1,438,869,427	429,781,601	382,227,003	812,008,604	1,181,130,716	1,069,747,315	2,250,878,031
Passenger train mileage,									4,801,305
Freight train mileage,									8,624,638
All other train mileage,									3,163,511
Total train mileage,									16,589,454
ITEM.	Earnings.			Expenses.			Profit.		
	Earnings.	Expenses.	Profit.	Earnings.	Expenses.	Profit.	Earnings.	Expenses.	Profit.
	Earnings.	Expenses.	Profit.	Earnings.	Expenses.	Profit.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings as per table D),	\$4,718,913 29	\$3,304,824 49	\$1,414,088 80						
Average per passenger carried,	55	39	16						
Average per passenger train per mile,	2,204	1,544	.660						
Freight earnings and expenses (including miscellaneous earnings as per table D),	98	69	29						
Average per ton of freight carried,	16,121,109 55	9,794,547 78	6,326,561 77						
Average per ton of freight per mile,	1 06	65	41						
Average per freight train per mile,	1 87	1 14	73						
Miles per hour.									
Average speed of ordinary passenger trains, including stops,			28						
Average speed of express passenger trains, including stops,			35						
Average speed of ordinary freight trains, including stops,			12						
Average speed of fast freight trains, including stops,			15						
Average number of passengers per train,			45						
Average number of tons freight per train,			261						
Average number of miles each passenger carried,			25						
Average number of miles each ton freight carried,			148						
Cents.									
Computed on earnings from carrying passengers and freight only.									
Average rate received per mile for carrying passengers, first class,			1.068						
Average rate received per mile for carrying passengers, second class,			1.560						
Average rate received per mile for carrying passengers, all classes,			1.641						
Average rate received per mile per ton for carrying freight, all classes, . . . . .			.514						
Cents.									
Average number of ears (all kinds) in passenger trains,			3.92						
Average number of ears in freight trains,			42.95						

TABLE G—DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	MILES.					
	OWNED.		LEASED.		TOTAL.	
	Length in New York State.	Entire length.	Length in New York State.	Entire length.	Length in New York State.	Entire length.
Main line from Jersey City to Dunkirk,	386.913	429.082	.795	30.885	387.708	459.967
Total of branches or other roads,	117.600	125.857	328.256	452.535	445.856	578.392
Single track on main line,	386.913	429.082	.795	30.885	387.708	459.967
Single track on branches or other roads,	117.600	125.857	328.256	452.535	445.856	578.392
Total single track,	504.513	554.939	329.051	483.420	833.564	1,038.359
Second track on main line,	263.887	306.056	.795	30.885	264.682	336.941
Second track on branches or other roads,	68.050	71.080	35.900	98.870	103.950	169.950
Total second track,	331.937	377.136	36.695	129.755	368.632	506.891
Third track on main line, . . . . .	.....	2,796	.....	.....	.....	2,796
Fourth track on main line, . . . . .	.....	2,796	.....	.....	.....	2,796
Total third and fourth tracks, . . . . .	.....	5,592	.....	.....	.....	5,592
Sidings and turnouts on main line,	213.501	238.172	.....	70.503	213.501	308.975
Sidings and turnouts on branches or other roads,	35.307	34.226	158.183	217.220	193.490	251.446
Total sidings and turnouts,	248.808	272.698	158.183	287.723	406.991	560.421
Grand total of tracks, sidings and turnouts,	1,085.258	1,210.365	523.929	900.898	1,609.187	2,121.263
Laid with steel rail, main line,	650.800	740.730	1,590	61,770	652.390	802,500
Laid with steel rail, branches or other roads,	180.573	190.318	342.429	529,245	523.002	719,593
Laid with iron rail, branches or other roads,	5.077	6,589	21,727	22,160	26,804	28,749

Average life of rails: Steel, 10 to 12 years; iron, 4 to 6 years; average life of ties, 7 years.

Weight of rails per yard: Steel, maximum, 74 pounds; minimum, 60 pounds; iron, maximum, 66 pounds; minimum, 56 pounds.

Gauge of track, 4 feet 8½ inches; ballasted with stone, slag and gravel.

TABLE G—CONTINUED.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	FROM	TO	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Northern Railroad of New Jersey, Newark and Hudson branch,	Bergen Junction,	Nyak,	5.819	25.664	Leased.	15.070	25.664	. . . . .
Newark and Hudson branch,	Newark,	Bergen, . . . . .	. . . . .	5.618	Owned.	3.030	5.618	. . . . .
Paterson and Newark Railroad,	Paterson,	Newark, . . . . .	. . . . .	10.909	Leased.	. . . . .	10.909	. . . . .
Newburg branch,	Greycourt,	Newburg,	18.730	18.730	Owned.	2.500	18.730	. . . . .
Newburg and New York branch,	Turner's Junction,	Vails Gate Junction,	12.590	12.590	Owned.	. . . . .	12.590	. . . . .
Bergen Company Railroad,	Rutherford Junction,	Ridgewood Junction,	10.000	10.000	Leased.	10.000	10.000	. . . . .
Goshen and Deckertown Railroad,	Goshen,	Pine Island,	11.650	11.650	Leased.	11.650	11.650	. . . . .
Montgomery and Erie Railroad,	Goshen,	Montgomery,	10.220	10.220	Leased.	10.220	10.220	. . . . .
Middletown and Crawford Railroad,	Crawford Junction,	Pine Bush,	10.220	10.220	Leased.	. . . . .	7.340	2.880
Piermont branch,	Piermont,	Sufferns,	17.970	17.970	Owned.	. . . . .	13.345	4.625
Long Dock Railroad,	Bergen,	D. and H. Coal Docks, . . . . .	. . . . .	3.312	Leased.	. . . . .	3.312	. . . . .
Bergen and Dundee branch,	Garfield,	Dundee, . . . . .	. . . . .	.433	Owned.	. . . . .	. . . . .	.433
New York and Fort Lee Railroad,	D. and H. Docks,	1,267 feet north, . . . . .	. . . . .	.239	Owned.	. . . . .	. . . . .	.239
Arlington branch,	Arlington Junction,	Jc. N. Y. and G. L. Ry., . . . . .	. . . . .	1.160	Owned.	. . . . .	1.160	. . . . .
Hawley Railroad,	Lackawaxen,	Hawley, . . . . .	. . . . .	15.610	Leased.	. . . . .	15.610	. . . . .
Honesdale Railroad,	Hawley,	Honesdale, . . . . .	. . . . .	8.190	Leased.	2.270	8.190	. . . . .
Jefferson Railroad,	Lansboro,	Carbondale, . . . . .	. . . . .	36.680	Leased.	35.630	36.680	. . . . .
Edgerton branch,	Erie breaker,	Edgerton breaker, . . . . .	. . . . .	2.360	Owned.	. . . . .	2.360	. . . . .
Buffalo, Bradford and Pittsburgh Railroad,	Carrollton,	Buttsville,	7.990	26.170	Leased.	. . . . .	26.170	. . . . .
Buffalo branch,	Hornellsville,	Attica,	61.240	61.240	Owned.	61.240	61.240	. . . . .
Buff. New York and Erie Railroad,	Attica,	Buffalo,	31.230	31.230	Leased.	31.230	31.230	. . . . .
Suspension Bridge and Erie Junction Railroad,	East Buffalo,	Suspension bridge,	23.870	23.870	Leased.	4.670	23.870	. . . . .
Erie International branch,	International Junction,	Black Rock,	4.310	4.310	Owned.	4.310	4.310	. . . . .
Erie and Black Rock branch,	Black Rock,	Attica,	1.130	1.130	Owned.	. . . . .	1.130	. . . . .
Lockport branch,	Tonawanda,	Lockport,	15.930	15.930	Leased.	. . . . .	6.100	9.830
Buff. New York and Erie Railroad,	Painted Post,	Attica,	108.632	108.632	Leased.	. . . . .	108.632	. . . . .
Rock and Genesee Valley Railroad,	Avon,	Rochester,	18.635	18.635	Leased.	. . . . .	18.635	. . . . .
Avon, Genesee and Mt. Morris R. R.,	Avon,	Mount Morris,	17.700	17.700	Leased.	. . . . .	8.683	9.017
Conesus Lake branch,	Conesus Lake Junction,	Lakeville,	1.630	1.630	Owned.	. . . . .	1.178	.452
Buffalo and Southwestern Railroad,	Buffalo,	Jamestown,	66.360	66.360	Leased.	. . . . .	66.360	. . . . .

TABLE G—CONTINUED.
DESCRIPTION OF ROAD AND EQUIPMENT.

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.				
	Number.	Aggregate length.	Number.	Aggregate length.			
		<i>Feet.</i>		<i>Feet.</i>			
Iron bridges,	222	20,716 3	277	26,947 7			
Wooden bridges,	100	8,123 4	126	9,922 3			
Wooden trestles,	82	4,674 1	91	8,948 6			
Total,	404	33,813 8	494	45,818 4			
EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each. Pounds.	Number equipped. With patent brake.	Number equipped. With patent coupler.
Locomotives, 8 drivers, { In giving weight }	152	50	202	\$8,500 00	150,000	20	.....
Locomotives, 6 drivers, { include tender, }	69	.....	69	7,500 00	140,000	15	.....
Locomotives, 4 drivers, { fuel and water, }	206	30	236	6,500 00	130,000	148	.....
Total,	427	80	507	.....	.....	183	.....
First-class passenger cars,	230	29	259	\$5,000 00	.....	259	259
Second-class passenger cars,	90	.....	90	3,000 00	.....	90	90
Baggage, mail and express cars,	117	2	119	1,500 00	.....	119	119
Total,	437	31	468	.....	.....	468	468
Box freight cars,	8,478	7,748	16,226	\$450 00	.....	581	} 2,819
Stock freight cars,	227	956	1,183	425 00	.....	.....
Coal freight cars,	2,782	7,856	10,638	450 00	.....	.....
Flat freight cars,	1,338	585	1,923	300 00	.....	.....
Caboose, 4-wheel cars,	171	3	174	500 00	.....	.....
Caboose, 8-wheel cars,	47	2	49	800 00	.....	.....	.....
Service, cars,	97	2	99	750 00	.....	.....	.....
Total,	13,140	17,152	30,292	.....	.....	581	2,819

What kind of train brake and ear coupler are in use on passenger and freight ears on your road? Westinghouse and hand brake on freight; Miller hook on passenger; master car builders, McKeen, Marks and Ames couplers on freight.

What kind of switch do you use, and to what extent? Split switch.

We are arranging to comply with the statute of the State in regard to the heating of passenger cars with steam as rapidly as possible.

TABLE H—MISCELLANEOUS STATISTICS.

ITEM.	IN NEW YORK STATE.	ENTIRE LINE.
Telegraph owned and operated by company, miles,	742	1,019½
Stations, freight and passenger combined, number,	97	135
Stations, freight, number,	58	59
Stations, passenger, number,	132	212
Stations, fuel and water, number	90	111
Engine houses, number,	21	26
Machine and car shops, number,	13	16
Elevators or grain houses, number,	2	3
Aggregate capacity of elevators or grain houses, bushels, . .	775,000	2,275,000
Cattle yards, number,	34	35
Aggregate area of cattle yards, acres,	22,378	30,378
Length of steel rails laid during year in repairs, miles,	183.436	253.414
Length of iron rails laid during year in repairs, miles, . . . .	.284	.887
Railroads crossing your road at grade, number,	30	33
Railroads crossing your road over or under your grade, number,	19	26
Highway crossings at grade without protection, number,	705	845
Highway crossings at grade protected by gates or flagmen, number,	59	95
Highway crossings over or under your grade,	99	145
Overhead obstructions less than 20 feet above track,	71	94

By what means are your passenger cars heated? With Baker and Jackson's heaters and Spear's stoves.

By what means are your passenger cars lighted? With Pinstch gas and mineral sperm oil.

By what means are your passenger cars ventilated? Deflecting ventilators in roof and over doors.

What express companies run over your line, and on what terms and what conditions, as to rates, etc.? Wells, Fargo & Company, 40 per cent. of earnings.

Are sleeping, parlor or hotel cars run over your line, and if so, by whom are they owned, on what terms are they run and what average additional charges per mile is made in addition to regular passenger rates? Sleeping, parlor and hotel cars of the Pullman's Palace Car Company, are run on this road. Passengers are charged the customary rates for berths and sections.

What freight or transportation companies run over your line and on what terms; on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? Erie Despatch, Commercial Express and Inter-State Despatch run on this road. They are coöperative lines, and the cars are owned by the various railroad companies forming the respective line.

What is your contract with the United States Government for transportation of mails? No contract with the United States Government for transportation of mails. Service is recognized.

TABLE H—CONTINUED.

DESCRIPTION OF FREIGHT MOVED.			EMPLOYEES.			
ITEM.	Tonnage.	Per cent.	CHARACTER OF SERVICE.	Average num-ber employ- ed.	Average num-ber of hours on duty per day.	Average monthly wages.
Flour and meal,	371,888	2.45	Machinists,	520	10	\$59 02
Grain,	627,748	4.14	Carpenters,	1,168	10	59 46
Meats and provisions,	127,343	.84	Conductors, passenger,	105	7	97 80
Live stock,	181,721	1.19	Conductors, freight,	277	9	80 15
Lumber,	633,790	4.18	Engineers, passenger,	143	6	124 10
Pig and bar iron,	92,577	.61	Engineers, freight,	539	7	92 16
Manufactured iron,	188,736	1.24	Firemen,	889	8	49 75
Iron or other ores,	168,739	1.11	Wipers,	135	12	38 06
Coal and coke,	10,198,586	67.21	Baggagemen,	122	10	47 84
Petroleum and other oils,	145,164	.96	Brakesmen,	175	7	52 83
Shipments of manufactured goods received by railroad companies within this State from manufactories with- in this State,	254,891	1.68	Brakesmen, passenger,	1,125	10	52 21
All other manufactures,	242,232	1.60	Telegraph operators,	240	11	47 14
All other merchandise,	409,986	2.70	Road masters,	8	10	111 40
All other agricultural products,	500,069	3.30	Section foremen,	255	10	45 03
All other articles not included above,	1,030,539	6.79	Sectionmen,	1,972	10	32 08
Total,	15,174,009	100	Laborers,	2,338	10	40 37
			Flagmen,	229	10	40 17
			Switchmen and watchmen,	670	11	48 32
NUMBER OF ACCIDENTS.			Average number of persons employed (including officials) during year, \$9,900,265 82			
Passengers,	Injured.	Killed.	Total.			
Employees,	89	6	95			
Others,	701	71	775			
	159	96	255			
Total,	949	176	1,125			

NEW YORK, PENNSYLVANIA AND OHIO RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Chas. E. Whitehead,	President,	71 Wall street, N. Y. city.
John Tod,	Vice President,	Cleveland, Ohio.
Thomas Warnock,	Secretary,	Cleveland, Ohio.
E. R. Perkins,	Treasurer,	Cleveland, Ohio.
Thomas Warnock,	Auditor,	Cleveland, Ohio.
Russell & Rice,	General Solicitors,	Cleveland, Ohio.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Charles E. Whitehead, .	New York city.	J. M. Ferris,	Toledo, Ohio.
John Tod,	Cleveland, Ohio.	H. B. Perkins,	Warren, Ohio.
E. R. Perkins,	Cleveland, Ohio.	Lewis Miller,	Akron, Ohio.
W. J. McKinnie,	Cleveland, Ohio.	E. A. Wheeler,	Sharon, Pa.
S. L. Mather,	Cleveland, Ohio.	D. V. Derrickson, . . .	Meadville, Pa.
Fayette Brown,	Cleveland, Ohio.	S. H. Felton, Jr., . . .	New York city.
W. W. Scarborough, . .	Cincinnati, Ohio.		

Date of annual meeting for election of directors: Second Wednesday of October, unless another day shall be fixed.

GENERAL INFORMATION.

Name of road: New York, Pennsylvania and Ohio Railroad.
By whom operated: New York, Lake Erie and Western Railroad Company.
By what authority: Lease.
The General offices of the company are located at 30 Euclid avenue, Cleveland, Ohio.
For information concerning this report, address Thomas Warnock, Auditor.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The New York, Lake Erie and Western Railroad Company has, under an indenture dated 30th April, 1883, leased, for a term of ninety-nine years, commencing on the 1st May, 1883, the main line branches and leased lines of this company, with its fixtures and equipments, and has operated the said Railroad since that time. The rental under the lease is based upon earnings.
This company will report its earnings from rental, etc., and its financial condition. The lessee company will report the physical characteristics and the operating.

CAPITAL STOCK.

Amount authorized by law,	\$45,000,000 00
Amount authorized by votes of company,	45,000,000 00
Amount now paid in: Common, \$34,999,350.00; special or preferred, \$10,000,000.00; total,	44,999,350 00
Number of shares issued,	899,987
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Prior lien bonds (due 1st March, 1895; bear interest at 6 per cent., which is payable 1st March and September), amount,	\$8,000,000 00
First mortgage bonds (due 1st July, 1905; bear interest at 7 per cent., which is payable 1st January and 1st July), amount,	44,283,000 00
Second mortgage bonds (due 1st May, 1910; bear interest at 5 per cent., which is payable, if earned, 1st May and November), amount,	14,500,000 00
Third mortgage bonds (due 1st May, 1915; bear interest at 5 per cent., which is payable, if earned, 1st May and November), amount,	30,000,000 00
Total amount of funded debt,	\$96,783,000 00
Deferred warrants (see note of explanation on foot of page),	9,439,760 00

UNFUNDED DEBT.

Unfunded debt incurred for construction, equipment or purchase of property,	\$1,600 00
Interest due and accrued and open accounts,	855,119 02
Total amount of unfunded debt,	856,719 02
Total amount of funded and unfunded debt,	\$107,079,479 02
Funded debt as per last report,	\$103,621,363 75
Unfunded debt as per last report,	706,803 66

COST.

*Cost of roads owned, equipment and interest in leased lines to 30th September, 1887,	\$148,553,361 50
Cost of additions for the year ending September 30, 1888,	2,699,021 75
Total cost of roads owned to date,	151,252,383 25
Cost of road and equipment per mile (of road owned by company),	347,993 85
Proportion of same for Pennsylvania,	43,916,820 00

*The property of the company was purchased as an entirety, and there is no means of arriving separately at the cost of road and equipment.

NOTE.—There is outstanding the sum of \$9,439,760.00 of deferred warrants issued for unearned interest on first mortgage, and are redeemable in first mortgage bonds.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Salamanca, N. Y. to Dayton, Ohio.	388,036	92,420
BRANCHES.		
Franklin branch, from Franklin Junction to Oil city, length of single track,	33,780	33,780
Silver Creek branch, from near Wadsworth to Silver Creek, length of single tracks,	2,650	.....
Youngstown, Austintown and Manning branch, from Youngstown to Leadville coal mines, length of single track,	7,195	.....
Wadsworth branch, from Wadsworth to coal mines, length of single track,	2,980	.....
	434,641	126,200
LEASED ROADS.		
Cleveland and Mahoning Valley Railway, from Cleveland to near Pennsylvania State line, length of single track,	80,860	.....
Niles and New Lisbon Railway, from Niles to ore mines south of New Lisbon, length of single track,	36,270	.....
Liberty and Vienna Railroad, from near Girard to Vienna, length of single track,	6,810	.....
Westerman Railroad, from near Pennsylvania State line in Ohio, to Sharon, Pa.,	2,090	1,475
Sharon Railway, from Middlesex to New York, Pennsylvania and Ohio main line, length of single track,	16,140	16,140
	142,170	17,615
SUMMARY.		
Length of main line,	388,036	92,420
Length of branches owned by the company,	46,605	33,780
Length of leased roads,	142,170	17,615
Total length of all roads owned, leased and operated,	576,811	143,815

EARNINGS—SUMMARY.

Rental, under lease to the New York, Lake Erie and Western Railroad Company,	\$2,097,365 89
Miscellaneous,	12,523 02
Total,	\$2,109,888 91

EXPENSES—SUMMARY.

General expenses,	\$56,827 66
Total operating expenses,	56,827 66
Expenditures charged to cost of road, real estate and equipment during the year,	87,135 13
Total expenditures during the year,	\$143,962 79

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Cost of property purchased,	\$150,641,714 12
New construction,	610,669 16
Additions,	719,969 74
Additions held in suspense,	1,600 00
Special additions,	14,332 70
Ore dock improvement,	15,763 32
Additions made by lessee to be taken to account in 1889,	6,032 41
Charles E. Whitehead, Trustee (canal lands),	13,921 90
Cash on hand,	146,284 67
Due by companies and individuals,	908,284 49
	\$153,078,572 51

GENERAL BALANCE SHEET—CONTINUED.

LIABILITIES.

Capital stock,	\$44,999,350 00
Funded debt,	96,783,000 00
Deferred warrants,	9,439,760 00
Special fund for additions,	719,338 18
Special fund for special additions,	14,332 70
Special fund to pay for Sharon Railway stock,	22,955 75
Special fund for contingent liabilities,	135,000 00
Special fund to meet payments account of capital,	39,369 37
Unfunded debt,	856,719 02
Surplus fund,	68,747 49
	<u>\$153,078,572 51</u>

NEW YORK, PENNSYLVANIA AND OHIO RAILROAD—NEW YORK, LAKE
ERIE AND WESTERN COMPANY, LESSEE.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

Gross earnings per Table D (100 per cent.),	\$6,377,966 91
Working expenses per Table D,	4,520,885 09
Net earnings from operation,	<u>\$1,857,081 82</u>
Taxes,	111,118 61
Rental paid by lessee (32 per cent of earnings),	<u>\$1,745,963 21</u>
	2,040,949 41
	<u>\$294,986 20</u>
Add for adjustment for earnings,	16,691 23
Add for loss operating ore docks (Cleveland, Ohio),	32,234 18
Loss to lessee,	<u>\$343,911 61</u>

TABLE D—ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	PASSENGERS.	FREIGHT.	TOTAL.
Freight, through, \$3,675,290 17			
Freight, local, 1,006,232 19			
		\$4,681,522 36	\$4,681,522 36
Passengers, through, \$684,886 58			
Passengers, local, 754,576 21			
	\$1,439,462 79		1,439,462 79
Mail,	67,947 66		67,947 66
Express,	115,029 07		115,029 07
Miscellaneous, as follows, viz:			
Rents, \$17,936 41			
Sundries, 56,068 62			
	17,021 16	56,983 87	74,005 03
Total gross earnings,	\$1,639,460 68	\$4,738,506 23	\$6,377,966 91
OPERATING EXPENSES.			
MAINTENANCE OF WAY AND STRUCTURES.			
Repairs of track and road bed,	\$114,237 99	\$382,448 97	\$496,686 96
Steel rails laid, 7,453 tons; cost, \$231,713.77.			
Repairs of bridges (including culverts and cattle guards),	25,628 13	85,798 54	111,426 67
Repairs of stations, shops, docks, etc.,	16,965 97	52,549 80	69,515 77
Repairs of fences,	2,438 14	8,162 45	10,600 59
Other expenses for maintenance of way and structures,	21,338 96	71,439 11	92,778 07
Total,	\$180,609 19	\$600,398 87	\$781,008 06
MAINTENANCE OF EQUIPMENT.			
Repairs of locomotives,	\$88,799 03	\$297,538 10	\$386,337 13
Repairs of cars,	89,159 07	213,965 46	303,124 53
Repairs of machinery and tools,	7,920 68	26,517 06	34,437 74
Other expenses for maintenance of equipment,	32,412 94	108,512 90	140,925 84
Total,	\$218,291 72	\$646,533 52	\$864,825 24
CONDUCTING TRANSPORTATION.			
Wages of conductors and men,	\$106,721 16	\$350,497 01	\$457,218 17
Wages of engineers and firemen,	106,469 71	396,700 92	503,170 63
Fuel for locomotives,	57,108 50	383,297 58	440,406 08
Oil and waste,	8,850 19	35,085 32	43,935 51
Water supply,	7,579 67	25,375 44	32,955 11
Other train supplies or expenses,	32,077 25	51,591 74	83,668 99
Wages of station agents and clerks,	38,488 25	174,314 19	212,802 44
Wages for labor at stations,	3,074 56	84,267 29	87,341 85
Station supplies,	12,481 69	25,798 13	38,279 82
Wages of watchmen, flagmen and switchmen,	25,941 32	159,221 87	185,163 19
Other expenses for conducting transportation,	12,787 57	18,123 45	30,911 02
Total,	\$411,579 87	\$1,704,272 94	\$2,115,852 81
GENERAL EXPENSES.			
Salaries of general officers and clerks,	\$15,036 59	\$49,243 98	\$64,280 57
General office expenses and supplies,	2,474 45	8,284 05	10,758 50
Stationery and printing,	6,766 80	26,803 53	33,570 33
Outside agencies and advertising,	33,304 94	106,239 85	139,544 79
Legal expenses,	2,308 23	7,727 56	10,035 79
Loss and damage of freight and baggage,	332 48	18,231 56	18,564 04
Damage to cattle and property,	7,805 13	36,057 62	43,862 75
Injuries to persons,	34,629 28	31,945 54	66,574 82
Telegraph maintenance and operation,	26,001 71	85,255 08	111,256 79
Mileage of cars of other companies (debit balance),	86,050 49	174,013 10	260,063 59
Other general expenses,	158 01	529 00	687 01
Total,	\$214,868 11	\$544,330 87	\$759,198 98
Grand total operating expenses,	\$1,025,348 89	\$3,495,536 20	\$4,520,885 09

Operating cost, 70.88 per cent. of earnings (excluding taxes).

Operating cost, 72.62 per cent of earnings (including taxes on all property actually used in operation of road and on earnings and capital stock).

Per mile of road operated: Gross earnings, \$11,057.12; expenses, \$7,837.60; net earnings, \$3,219.52.

TABLE F.—TRAFFIC AND MILEAGE STATISTICS.

ITEM.	EASTWARD BOUND.			WESTWARD BOUND.			IN BOTH DIRECTIONS.		
	Through.	Local.	Total.	Through.	Local.	Total.	Through.	Local.	Total.
Number of passengers carried,	104,710	670,734	775,444	137,623	665,496	803,119	242,333	1,336,230	1,578,563
Number of passengers carried one mile,	17,118,676	16,375,345	33,494,021	24,857,729	16,774,991	41,632,720	41,976,405	33,110,336	75,126,741
Number of tons of freight carried,	1,846,899	1,118,843	2,965,742	2,257,853	915,255	3,173,108	4,104,752	2,034,008	6,138,850
Number of tons of freight carried one mile,	345,043,260	59,462,189	404,505,449	372,953,312	34,408,603	407,421,915	717,996,572	93,930,792	811,927,364
Passenger train mileage, . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....
Freight train mileage, . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....
All other train mileage, . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total train mileage, . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....
ITEM.	Earnings.	Expenses.	Profit.	ITEM.			Through.	Local.	Through and Local.
All passengers carried,	\$1,039,400 68	\$1,025,348 89	\$614,111 79	Average rate received per mile for carrying passengers, first-class,			Cents.		
Average per passenger carried,	1 04	65	39	Average rate received per mile for carrying passengers, second-class,			Cents.		
Average per passenger train per mile,	96	60	36	Average rate received per mile for carrying passengers, all classes,			Cents.		
All freight carried,	4,738,506 23	3,495,536 20	1,242,970 03	Average rate received per mile per ton for carrying freight, all classes,			Cents.		
Average per ton of freight carried,	77	57	20	Average rate received per mile per ton for carrying freight, all classes,			Cents.		
Average per ton of freight per mile, . . . . .	.583	.430	.153	Average number of cars (all kinds) in passenger trains,			Cents.		
Average per freight train per mile,	1 07	79	28	Average number of cars in freight trains,			Cents.		
Miles per hour.				Average number of cars (all kinds) in passenger trains,			Cents.		
Average speed of ordinary passenger trains, including stops,				Average number of cars in freight trains,			Cents.		
Average speed of express passenger trains, including stops,				Average number of cars (all kinds) in passenger trains,			Cents.		
Average speed of ordinary freight trains, including stops,				Average number of cars in freight trains,			Cents.		
Average speed of fast freight trains, including stops,				Average number of cars (all kinds) in passenger trains,			Cents.		
Average number of passengers per train,				Average number of cars in freight trains,			Cents.		
Average number of tons freight per train,				Average number of cars (all kinds) in passenger trains,			Cents.		
Average number of miles each passenger carried,				Average number of cars in freight trains,			Cents.		
Average number of miles each ton freight carried,				Average number of cars (all kinds) in passenger trains,			Cents.		

TABLE G.—DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	MILES.					
	OWNED.		LEASED.		TOTAL.	
	Length in New York State.	Entire length.	Length in New York State.	Entire length.	Length in New York State.	Entire length.
Main line, from Salamanca, N. Y., to Dayton, Ohio,	49.24	388.04			49.24	388.04
Total of branches or other roads,		39.41		149.37		188.78
Single track on main line,	49.24	388.04			49.24	388.04
Single track on branches or other roads,		39.41		149.37		188.78
Total single track,	49.24	427.45		149.37	49.24	576.82
Sidings and turnouts on main line,	21.21	154.36			21.21	154.36
Sidings and turnouts on branches or other roads,		10.13		91.69		101.82
Total sidings and turnouts,	21.21	164.49		91.69	21.21	256.18
Grand total of tracks, sidings and turnouts,	70.45	591.94		241.06	70.45	833.00
Laid with steel rail, main line,	49.24	388.04			49.24	388.04
Laid with steel rail, branches or other roads,		38.29		130.77		169.06
Laid with iron rail, branches or other roads,		1.12		18.60		19.72

Average life of rails—Steel, 12 years. Average life of ties, 8 years.
Weight of rails per yard—Steel, maximum, 68.5 pounds; minimum, 56 pounds; iron, maximum, 60 pounds; minimum, 56 pounds.
Gauge of track, 4 feet, 8.5 inches. Ballasted with gravel (58 per cent.), slag (28 per cent.), other materials (14 per cent.).

TABLE G—CONTINUED.
DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
Franklin branch,	Buchanan, Pa.,	Oil City, Pa.,	33.78	Owned.	33.78	..
Silver Creek branch, north,	Silver Creek, O.,	Coal mines, O.,	2.98	do.	2.98	..
Silver Creek branch, south,	Silver Creek, O.,	Coal mines, O.,	2.65	do.	1.53	1.12
Cleveland and Mahoning,	Cleveland, O.,	Pennsylvania State line,	80.86	Leased.	80.86	..
Western Railroad,	Pennsylvania State line,	Sharon, Pa.,	2.09	do.	2.09	..
Sharon Railway,	Middlesex, Pa.,	N. Y., P. and O. main line,	14.58	do.	13.08	1.50
Sharpsville branch,	Boyce, Pa.,	Sharpsville, Pa.,	1.56	do.	..	1.56
Niles and New Lisbon,	Niles, O.,	New Lisbon, O.,	36.27	do.	33.24	3.03
Liberty and Vienna,	Mosier, O.,	Near Vienna, O.,	6.81	do.	1.50	5.31
Youngstown and Austintown,	Youngstown, O.,	Leadville coal mines,	7.20	do.	..	7.20
Total, . . . . .	..	..	188.78	..	169.06	19.72

TABLE G—CONTINUED.

BRIDGES.			IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length. Feet.		Number.	Aggregate length. Feet.	
Iron bridges,	11	940		94	10,177	
Wooden bridges,	2	278		10	2,217	
Wooden trestles,	*2	310		458	6,917	
Total,	15	1,528		162	19,311	

EQUIPMENT.	Number owned.	Number leased.	Total number.	Maximum weight of each. Lbs.	Average life of each. Years.	Number equipped. With patent brake.	Number equipped. With patent coupler.
Locomotives, 8 drivers, (In giving weight)	45	30	75	165,000	20	26	...
Locomotives, 6 drivers, (include tender, }	20	5	25	142,000	20	11	...
Locomotives, 4 drivers, (fuel and water. }	144	5	149	142,000	20	81	...
Total,	209	40	249			118	...
First-class passenger cars,	56		56	40,000	15	56	56
Second class passenger cars,	42		42	40,000	15	28	28
Baggage, mail and express cars,	42		42	32,000	15	42	42
Total,	140		140			126	126
Box freight cars,	3,415	299	3,714	21,000	15	50	320
Stock freight cars,	487	297	784	20,000	15	...	301
Coal and flat freight cars,	2,590	1,200	3,790	18,000	12	10	498
Caboose, 4-wheel cars,	11	15	26	14,000	15	...	...
Caboose, 8-wheel cars,	95	...	95	22,000	15	...	...
Service cars,	18	...	18	40,000	15	3	3
Total,	6,616	1,811	8,427			63	1,122

*One of these trestles is a temporary structure over Chautauqua lake outlet, where bridge No. 12 was burned last summer.

* One of these trestles is a temporary structure over Cuyahoga river, Cleveland, O.

TABLE G—CONTINUED.

What kind of train brake and car coupler are in use on passenger and freight cars on your road? Westinghouse brake, Miller platform and hook on passenger cars; common hand, Rote automatic, link and pin and McKeen couplers on freight cars.

What kind of switch do you use and to what extent? Split switch on all main track switches.

TABLE H.

MISCELLANEOUS STATISTICS.

ITEM.	IN NEW YORK STATE.	ENTIRE LINE.
Telegraph owned and operated by company, length of line,	49½	547
Telegraph owned and operated by company, miles of wire,	147½	1,288
Stations, freight, number,	5	28
Stations, passenger, number,	4	22
Stations, one building for both passenger and freight, number, . .	7	55
Stations, fuel and water, number,	6	63
Engine houses, number,	1	7
Machine and car shops, number,	1	8
Cattle yards, number,	4	32
Aggregate area of cattle yards, acres,	$\frac{2}{10}$	4
Cost of real estate now held by company, exclusive of that used in operation. Cannot answer.		
Total assessed value of real estate and personal property of company,	\$630,854	\$7,025,327
Length of steel rails laid during the year in repairs (68½ lbs. per yard), miles,	6.32	69.24
Railroads crossing your road at grade, number,	3	41
Railroads crossing your road over or under your grade, number,	39	12
Highway crossings at grade without protection, number,	5	55
Highway crossings at grade protected by gates or flagmen, number, .	3	58
Highway crossings over or under your grade, number,		61

Overhead obstructions less than 20 feet above track: Almost all overhead obstructions are less than 20 feet above track.

By what means are your passenger cars heated? Baker heaters, Spear's stoves and wood stoves.

By what means are your passenger cars lighted? Mineral seal oil.

By what means are your passenger cars ventilated? Movable sash in dome.

What express companies run over your line, and on what terms and what conditions as to rates, etc.? Wells, Fargo and Company's Express; terms, 40 per cent. of earnings.

Are sleeping, parlor or hotel cars run over your line, and if so by whom are they owned, on what terms are they run and what average additional charge per mile is made in addition to regular passenger rates? Sleeping, parlor and hotel cars of the Pullman Palace Car Company. Passengers are charged the customary rates for berths, sections, etc.

What freight or transportation companies run over your line and on what terms on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so in what particular? The Erie Despatch, which is a coöperative line, and the cars are owned by the various railroad companies forming it.

What is your contract with the United States Government for transportation of mails? No contract with the United States Government; service recognized.

DESCRIPTION OF FREIGHT MOVED.			EMPLOYEES.			
ITEM.	Tonnage.	Per cent.	CHARACTER OF SERVICE.	Average number employed.	Average number of hours on duty per day.	Average monthly wages.
Flour and meal,	172,360	2.81	Machinists,	322	9.40	\$54.30
Grain,	354,209	5.77	Carpenters,	330	9.90	45.23
Meats and provisions,	86,480	1.41	Conductors, passenger,	31	7.30	99.34
Live stock,	75,648	1.23	Conductors, freight,	129	11.10	74.22
Lumber,	166,102	2.71	Engineers, passenger,	49	4.50	106.12
Pig and bar iron,	264,093	4.30	Engineers, freight,	180	11.10	96.13
Manufactured iron,	387,401	6.31	Firemen,	229	10.40	59.21
Iron or other ores,	669,340	10.90	Wipers,	69	9.10	25.07
Coal and coke,	2,282,903	37.20	Baggagemen,	43	9.00	52.56
Petroleum and other oils,	196,696	3.20	Brakemen, passenger,	46	7.20	53.23
Shipment of manufactured goods received by railroad companies within this State from manufactories within this State,	40,772	.66	Brakemen, freight,	409	11.20	51.04
All other manufactures,	189,635	3.09	Telegraph operators,	160	11.50	45.53
All other merchandise,	323,905	5.28	Road masters,	8	10.00	103.13
All other agricultural products,	247,975	4.04	Section foremen,	109	10.00	47.03
All other articles not included above,	681,331	11.09	Sectionmen,	588	10.00	30.34
			Laborers,	308	9.70	35.00
			Flagmen,	74	11.10	33.61
			Switchmen and watchmen,	269	10.80	52.90
Total,	6,138,850	100				
NUMBER OF ACCIDENTS.			Average number of persons employed (including officials) during year, 4,447			
Passengers,	Injured.	Killed.	Aggregate amount of salaries and wages, \$2,893,405.07			
Employees,	50	5				
Others,	317	31				
	35	35				
Total,	402	71				
		473				

NEW YORK, RIDGWAY AND PITTSBURGH RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
C. R. Earley,	President,	Ridgway, Pa.
Lucius Rogers,	Secretary,	Smethport, Pa.
J. H. Kershaw,	Treasurer,	Smethport, Pa.
Charles B. Earley,	General Solicitor,	Smethport, Pa.
John Morgan,	Chief Engineer,	Smethport, Pa.
S. A. Rote,	Assistant Secretary,	Smethport, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
C. R. Earley,	Ridgway, Pa.	B. K. Jamison,	Philadelphia, Pa.
A. G. Curtin,	Belleville, Pa.	J. H. Kershaw,	Philadelphia, Pa.
W. M. Stewart,	Philadelphia, Pa.	L. Rogers,	Smethport, Pa.

GENERAL INFORMATION.

The general offices of the company are located at 58 South Third street, Philadelphia, and Ridgway, Pa.

CAPITAL STOCK.

Amount authorized by law,	\$200,000 00
Amount authorized by votes of company,	3,000,000 00
Amount subscribed,	200,000 00

COST.

Total cost of roads owned to date,	\$51,000 00
Proportion of same for Pennsylvania,	51,000 00
Total cost of roads and equipment,	51,000 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from New York and Pennsylvania State line to low grade division Allegheny Valley Railroad, . . . . .	.80	.80
BRANCHES.		
Clarion River branch, length of road, . . . . .	.20	.20
Toby branch, length of road,10	.10
Kersy branch, length of road,20	.20

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Charles M. Heald,	President,	New York.
Stephen V. White,	Vice President,	New York.
Simon Borg,	Vice President,	New York.
John P. Rafferty,	Secretary and Treasurer,	Brick Church, N. J.
Charles V. Ware,	Auditor,	New York.
John W. Taylor,	General Solicitor,	Newark, N. J.
Joseph L. Rusling,	Chief Engineer,	Patterson, N. J.
Charles M. Heald,	General Manager,	New York.
George W. Waite,	Superintendent,	Patterson, N. J.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Charles M. Heald,	New York.	Alfred Sully,	Hackettstown, N. J.
Stephen V. White,	New York.	Charles Minzesheimer,	New York.
Simon Borg,	New York.	Henry Sanford,	New York.
Robert K. Dow,	Claremont, N. Y.	John I. Blair,	Blairstown, N. J.
James M. Hartshorne,	New York.	Garret A. Hobart,	Paterson, N. J.
Henry Marks,	New York.	Charles Siedler,	Morristown, N. J.
Frank C. Lawrence, Jr.,	Bay Shore, N. Y.		

Date of annual meeting for election of directors, last Thursday in February of each year.

GENERAL INFORMATION.

Name of road : New York, Susquehanna and Western Railroad.

By whom operated : New York, Susquehanna and Western Railroad Company.

By what authority : Charter.

With what other companies consolidated : See former reports.

Date of consolidation : See former reports.

The general offices of the company are located at No. 15 Cortlandt street, New York.

For information concerning this report, address No. 15 Cortlandt street, New York.

How are the passenger cars on your road heated, lighted and ventilated? Steam and Baker heater; usual method of ventilation.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

See former reports.

CAPITAL STOCK.

Amount authorized by law,	\$21,000,000 00
Amount now paid in issued for value, common, \$13,000,000.00; special or preferred, \$8,000,000.00,	21,000,000 00
Number of shares issued,	210,000
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

M. R. R. of New Jersey bonds (due April 1, 1910; bear interest at 4, 5 and 6 per cent., which is payable April 1 and October 1), amount,	\$3,500,000 00
New York, Susquehanna and Western Railroad bonds (due January 1, 1937; bear interest at 5 per cent., which is payable January 1 and July 1), amount,	3,750,000 00
Paterson Extension Railroad bonds (due June 1, 1910; bear interest at 6 per cent., which is payable June 1 and December 1), amount,	250,000 00
New York, Susquehanna and Western second mortgage bonds (due February 1, 1937; bear interest at 4½ per cent., which is payable February 1 and August 1), amount,	636,000 00
Total amount of funded debt,	\$8,136,000 00

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$255,610 81	
Total amount of unfunded debt,		255,610 81
Total amount of funded and unfunded debt,	\$8,391,610 81	
Funded debt as per last report,	\$8,136,000 00	
Unfunded debt as per last report,	466,366 66	

COST.

Cost of roads owned to December 31, 1887,	\$26,380,347 18
Cost of additions for the year ending December 31, 1888,	37,982 47
Total cost of roads owned to date,	26,418,329 65
Average of same per mile of road laid,	197,078 18
Average of same per mile of single track,	185,002 31
Proportion of same for Pennsylvania,	2,975,507 48
Cost of equipment owned to December 31, 1887,	1,571,393 70
Cost of equipment additions for the year ending December 31, 1888,	121,364 00
Total cost of equipment owned,	1,692,757 70
Average cost of equipment per mile of road owned by the company,	12,627 81
Average cost of equipment per mile of road operated by company,	10,977 68
Proportion of same for Pennsylvania,	165,762 97
Cost of road and equipment per mile (of road owned by company),	209,705 99
Proportion of same for Pennsylvania,	3,166,560 36
Total cost of roads and equipment,	28,111,087 35
Proportion of same for Pennsylvania,	3,166,560 36

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Marion, N. J., to Gravel Place, Pa.,	101.30	6.70
Length of single main track,	101.30	6.70
Length of second main track,	8	...

CHARACTERISTICS OF ROAD—CONTINUED.

BRANCHES.	MILES.	
	Whole length.	Length in Penn'a.
Middletown branch, from Two Bridges, N. J., to New York State line.	Length of road, Length of single track,	20.50 20.50
Paterson branch, from Broadway station, to N. Y., L. E. and W. Railroad.	Length of road, Length of double track, . . . . .	.7575
Delaware branch, from Columbia Junction to Delaware, N. J.,	Length of road, Length of single track,	3.10 3.10
Lackawanna Valley branch, from Priceville to Winton,	Length of road, Length of single track,	4.50 4.50 4.50 4.50
Finglepaugh branch, to breaker, . . .	Length of road, Length of single track, . . . . .	.90 .90 .90 .90
Winton and Doiph branch, from Winton branch to breaker,	Length of road, Length of single track,	1.90 1.90 1.90 1.90
Spencer branch, from Delaware, Lackawanna and Western Railroad to breaker,	Length of single track, . . . . .	.85 .85
Dunn Colliery branch, from D., L. and W. Railroad to breaker,	Length of single track, . . . . .	.83 .83
LEASED ROADS.		
Middletown, Unionville and Water Gap Railroad, from New York State line to Middletown, N. Y., length of single track,	13.90	
Lodi Railroad, from Lodi Junction, New Jersey, and New York Railroad to Lodi, N. J., length of road,	1.75	
Passaic and New York Railroad, from Passaic Junction, N. Y. S. and W. Railroad to Passaic, N. J., length of single track,	3	
Macopin Railroad, from N. Y. S. and W. Railroad to Macopin lake, length of single track,	1.50	
SUMMARY.		
Length of main line,	101.30	6.70
Length of branches owned by the company,	32.75	8.40
Length of leased roads,	20.15	
Total length of all roads owned, leased and operated,	154.20	15.10
Length of second track,	8.75	
Length of sidings and other tracks not above enumerated,	30.40	5.18
Length of all tracks,	193.35	20.28

GAUGE.	
Gauge of lines,	4 ft. 9 ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	165.83	15.63
Miles of track laid with iron rail on lines owned, leased or operated. .	27.52	

Weight of rail per yard, {	Steel,	60 pounds.
	Iron,	56 pounds.

BRIDGES AND TRESTLES.	
Number of bridges and trestles on lines owned by the company, . .	73
Wooden bridges, number of, 33; aggregate length,	3,559 feet.
Stone bridges, number of, 3; aggregate length,	66 feet.
Iron bridges, number of, 23; aggregate length,	3,323 feet.
Wooden trestles, number of, 16; aggregate length,	3,340 feet.
Total length of bridges and trestles,	10,288 feet.

CROSSINGS.

Railroads crossing lines owned by the company either over or under grade in this Commonweath : Delaware, Lackawanna and Western Railroad, at Broadhead creek,

Monroe county; Delaware, Lackawanna and Western Railroad, at Winton, Lackawanna county; Delaware and Hudson Canal Company Railroad, at Peekville, Lackawanna county.

Number of crossings of highways at grade, in this Commonwealth, 27
 Number of crossings of highways under railroad, 2

STATIONS.	TOTAL.	IN PA.
Number of stations on main line, passenger and freight,	41	3
Number of stations on branches, passenger and freight,	8	.
Number of stations on leased roads, passenger and freight,	8	.
Number of engine houses and shops owned by the company,	9	1
Number of fuel and water stations on main line,	11	1
Number of fuel and water stations on leased roads,	3	.

Material of foundation upon which track is laid: Gravel and sand.

EQUIPMENT.	NUMBER.	AVERAGE VALUE OF EACH.
Locomotives,	39	\$6,025 00
Passenger cars, first class,	28	3,300 00
Passenger cars, combined,	13	2,385 00
Total passenger cars,	41	.
Baggage, mail and express cars,	5	720 00
Caboose cars,	12	350 00
Freight cars, 8-wheel,	2,033	\$175 @ \$650
Total freight cars,	2,033	.
Cars, roadway department, 8-wheel: Tool car, \$1,000; derrick, \$350.		
Cars, roadway department, 4-wheel: Flanger, \$200.		
Hand cars and hand trucks,	57	\$20 @ \$25

Train brake in use: Westinghouse air brake on passenger and milk trains; ordinary hand brake on freight and coal trains.

Average number of cars in passenger trains, including mail, express and baggage cars, 3
 Average number of cars in freight trains, 28
 Average weight of passenger trains, including locomotive and tender, in working order, in tons, 93
 Average weight of freight trains, including locomotive and tender, in working order, in tons, 803

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains, 429,115
 Number of miles run by freight and coal trains, 414,118
 Total number of miles run, 843,233
 Number of passengers carried one mile in Pennsylvania, 20,191
 Net cost per mile for each passenger carried,0233 cents.
 Number of tons of 2,000 pounds of through freight for the year on main road, 736,973
 Number of tons of 2,000 pounds of local freight for the year, 331,631
 Number of tons of freight carried one mile, 82,089,309
 Number of tons of freight carried one mile in Pennsylvania, 11,048,217
 Gross amount of tonnage for the year (2,000 pounds per ton), 1,068,604
 Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour), 30
 Average rate of speed adopted by freight trains, including stops (miles per hour), 12

DOINGS OF THE YEAR—CONTINUED.

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	736,973	Merchandise and manufactures,	1,240
Bituminous coal and coke,	65	Lumber,	329
Petroleum and other oils,	224	Other articles,	1,012
Railroad iron,	1,445		
Stone and lime,	12	Total,	741,309
Agricultural products,	9		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, per ton per mile,	9.391 cents.
For local coal, per ton per mile,	3.793 cents.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
January, 1888,	76,737	1,137,621	\$16,063 90
February, 1888,	72,906	1,104,099	15,972 78
March, 1888,	76,772	1,133,733	16,264 12
April, 1888,	83,992	1,248,995	19,488 15
May, 1888,	91,973	1,258,657	21,538 52
June, 1888,	89,053	1,387,607	21,793 53
July, 1888,	109,652	1,713,801	28,994 46
August, 1888,	116,050	2,013,709	29,858 26
September, 1888,	98,551	1,436,285	24,688 81
October, 1888,	93,341	1,412,196	21,318 01
November, 1888,	87,474	1,327,701	20,031 16
December, 1888,	89,067	1,336,246	20,130 79
Total,	1,085,498	16,510,650	\$256,142 49

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class way passengers,	1.531 cents.
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EARNINGS FOR THE YEAR—CONTINUED.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888.	64,435	.....	\$65,657 27	22,501	.....	\$31,033 15	86,936	.....	\$96,690 42
February, 1888.	62,885	.....	64,369 87	23,800	.....	31,218 93	86,685	.....	95,588 80
March, 1888.	59,824	.....	53,688 48	22,980	.....	31,012 19	82,804	.....	84,700 67
April, 1888.	49,861	.....	43,410 68	29,175	.....	37,449 94	79,036	.....	80,860 62
May, 1888.	33,801	.....	29,432 88	29,719	.....	40,009 99	63,523	.....	69,442 87
June, 1888.	51,302	.....	44,674 82	28,964	.....	41,579 73	80,266	.....	86,254 55
July, 1888.	56,250	.....	48,840 64	26,903	.....	38,915 38	83,153	.....	87,756 02
August, 1888.	80,044	.....	69,819 65	30,225	.....	40,496 77	110,269	.....	110,316 42
September, 1888.	68,758	.....	59,861 82	29,120	.....	39,311 04	97,878	.....	99,175 86
October, 1888.	78,302	.....	67,947 98	30,830	.....	38,825 38	109,132	.....	106,773 36
November, 1888.	70,152	.....	61,021 47	26,097	.....	35,064 69	96,249	.....	96,086 16
December, 1888.	61,356	.....	53,269 17	31,317	.....	35,016 46	92,673	.....	88,285 63
Total,	736,973	9,565	\$661,997 73	331,631	3,498	\$439,933 65	1,068,604	7,682	\$1,101,931 38

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
January, 1888,	\$754 92	\$503 01	\$5,514 30	\$6,772 23
February, 1888,	754 92	506 13	4,042 33	5,303 38
March, 1888,	754 92	791 13	3,643 43	5,189 48
April, 1888,	754 92	1,295 35	3,982 00	6,032 27
May, 1888,	754 92	1,398 20	3,336 16	5,489 28
June, 1888,	751 65	1,539 06	3,300 17	5,590 88
July, 1888,	754 92	1,276 95	4,505 29	6,537 16
August, 1888,	754 92	1,315 17	4,410 02	6,480 11
September, 1888,	754 92	1,402 68	4,422 29	6,579 89
October, 1888,	748 38	1,550 58	5,793 53	8,092 49
November, 1888,	754 92	1,523 45	8,203 94	10,482 31
December, 1888,	754 92	1,273 93	13,248 25	15,277 10
Total,	\$9,049 23	\$14,375 64	\$64,401 71	\$87,826 58

RECAPITULATION.

Total passenger earnings for the year,	\$256,142 49
Total freight earnings for the year,	1,101,931 38
Total earnings from all other sources,	87,826 58
Total earnings for the year,	\$1,445,900 45

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Land or land damages,	\$61,588 47
New locomotives, number, 3,	121,364 00
New passenger cars, number, 4,	
New freight cars (8-wheel), number, 175,	
Total,	\$182,952 47

EXPENDITURES FOR OPERATING DURING THE YEAR.
CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$803 46		\$803 46
Agents,	9,412 05	\$24,841 57	34,253 62
Baggage masters,	5,365 29		5,365 29
Brakemen,	5,703 98	29,576 62	35,280 60
Cars, cleaning,	2,664 60	7,931 78	10,596 38
Car furniture and fixtures,	8,055 62	662 07	8,717 69
Car service,	207 28	3,245 17	3,452 45
Clerks,	2,004 00	8,530 44	10,534 44
Conductors and train agents,	12,599 51	13,090 36	25,689 87
Dispatchers,	3,228 11	6,671 98	9,900 09
Drawbacks and overcharges,	2,394 26	3,972 99	6,367 25
Heating cars,	434 75		434 75
Heating stations,	562 60	373 91	936 51
Incidentals,	3,040 34	3,300 99	6,341 33
Labor at stations,		7,872 77	7,872 77
Lighting cars,	315 55	212 29	527 84
Lighting stations,	630 12		630 12
Loss and damage,	1,575 35	1,639 46	3,214 81
Mail expenses,	323 60		323 60
Oil for lamps, tallow and waste,	488 99	1,787 72	2,276 71
Stationery and printing,	2,341 12	1,523 99	3,865 11
Stations, repairs of and furniture for,	2,244 31	1,735 42	3,979 73
Superintendents,	2,645 87	2,645 87	5,291 74
Switchmen,	856 16	5,248 60	6,104 76
Teaming,		3,119 83	3,119 83
Telegraph expenses,	4,214 98	4,067 29	8,282 27
Terminal expenses,	50,626 71	28,534 00	79,160 71
Total,	\$122,738 61	\$160,585 12	\$283,323 73

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemen and firemen, passenger,	\$19,063 46		\$19,063 46
Enginemen and firemen, freight,		\$32,897 07	32,897 07
Engine houses and machine shops, etc., repairs of,	2,229 21	2,151 02	4,380 23
Fuel for heating,	813 14	784 29	1,597 43
Fuel for locomotives,	66,340 88	64,020 29	130,361 17
Incidentals, clerks, etc.,	492 62	475 38	968 00
Laborers,	1,396 67	1,348 07	2,744 74
Locomotive furniture and fixtures,	1,229 39	1,186 50	2,415 89
Locomotives, repairs of,	21,268 13	20,524 05	41,792 18
Locomotive wipers,	6,960 88	6,717 27	13,678 15
Oil for locomotives,	1,317 05	1,270 97	2,588 02
Sand for locomotives,	1,725 04	1,664 83	3,389 87
Stationery and printing,	21 11	20 14	41 25
Tools and machinery, repairs of,	1,866 78	1,801 35	3,668 13
Waste for locomotives,	258 12	248 99	507 11
Water, wood and coal stations, expenses and repairs of,	5,000 38	4,825 55	9,825 93
Total,	\$129,982 86	\$139,935 77	\$269,918 63
MAINTENANCE OF WAY.			
Ballast,	\$2,254 54	\$2,176 06	\$4,430 60
Bridges, repairs of,	16,551 45	15,972 05	32,523 50
Cars, repairs of (in M. of W. service),	85 49	82 01	167 50
Clerks,	91 60	88 40	180 00
Cross-ties,	16,529 42	15,950 93	32,480 35
Expenses on property (fences, repairs of),	924 79	892 82	1,817 61
Frogs,	670 37	616 78	1,317 15
Incidentals,	1,163 00	1,122 65	2,285 65
Oil, tallow, waste, etc.,	12 74	12 28	25 02
Rails, steel,	1,477 25	1,425 17	2,902 42
Road bed, repairs of, labor and material,	1,719 33	1,659 43	3,378 76
Snow and ice, removing,	4,548 62	4,389 94	8,938 56
Spikes,	1,039 23	1,003 32	2,042 55
Splices,	1,077 51	1,039 66	2,117 17
Stationery and printing,	1 78	1 47	3 25
Superintendents and supervisors,	1,208 64	1,166 36	2,375 00
Switches,	918 10	885 94	1,804 04
Tools and repairs of tools,	868 40	837 82	1,706 22
Track, repairing,	33,237 22	32,074 72	65,311 94
Watchmen, switchmen and bridge tenders,	652 88	629 59	1,282 47
Total,	\$85,032 36	\$82,057 40	\$167,089 76
MAINTENANCE OF CARS.			
Car shops and sheds, repairs of,	\$372 95	\$359 49	\$732 44
Cars, repairs of freight,		36,999 39	36,999 39
Cars, repairs of passenger, baggage, express and postal,	13,366 83		13,366 83
Incidentals,	75 68	73 17	148 85
Total,	\$13,815 46	\$37,432 05	\$51,247 51
GENERAL EXPENSES.			
Advertising,	\$971 79	\$938 00	\$1,909 79
Clerks,	4,098 62	3,954 83	8,053 45
Coal department,		14,487 64	14,487 64
Incidentals and legal expenses,	6,656 45	6,423 59	13,080 04
Office expenses, repairs and furniture,	2,727 05	2,631 31	5,358 36
Rent account,	988 73	954 21	1,942 94
Salaries of president and other officers,	1,832 86	1,768 94	3,601 80
Stationery and blanks,	1,005 82	970 90	1,976 72
Taxes on real estate,	14,249 56	13,751 29	28,000 85
Total,	\$32,530 88	\$45,880 71	\$78,411 59

EARNINGS—SUMMARY.

Passenger transportation, local,	\$256,142 49
Freight transportation, local, \$439,933.65; through, \$661,997.73; total,	1,101,931 38
Mail service, \$9,049.23; express service, \$14,375.64; total,	23,424 87
Miscellaneous,	64,401 71
Total,	\$1,445,900 45

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$122,738 61	\$160,585 12	\$283,323 73
Motive power,	129,982 86	139,935 77	269,918 63
Maintenance of way,	85,032 36	82,057 40	167,089 76
Maintenance of cars,	13,815 46	37,432 05	51,247 51
General expenses,	32,530 88	45,880 71	78,411 59
Total operating expenses,			\$849,991 22
Expenditures charged to cost of road, real estate and equipment during the year,			182,952 47
Total expenditures during the year,			\$1,032,943 69

Operating expenses, 58.79 per cent. of earnings.	
Earnings per mile of road operated,	\$9,376 79
Expenses per mile of road operated,	5,512 27
Net earnings,	\$3,864 52

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Cost of railroad rolling stock, real estate and buildings,	\$27,868.681 03
Improvements and betterments,	242,406 32
Stock and bonds of other companies owned,	1,380,315 10
Open accounts,	421,562 35
Bills receivable and advances to coal producers,	312,254 42
Materials on hand,	32,813 18
Cash on hand,	117,107 12
	\$30,375,139 52
LIABILITIES.	
Capital stock,	\$21,000,000 00
Bonded debt,	8,136,000 00
Audited pay rolls and vouchers,	248,278 14
Loans secured by collaterals,	195,000 00
John R. Bartlett, trustee,	83,236 31
Open accounts,	147,172 35
Interest and rentals accrued, but not due,	179,058 66
Land department liabilities,	51,588 00
Profit and loss surplus,	334,806 06
	\$30,375,139 52

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : National Express Company, at a fixed price per 100 pounds.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service : \$2,264.76 at the end of each quarter, March 31, June 30, September 30 and December 31.

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	\$151,420 56
Surplus at commencement of the year,	183,385 50
Total surplus,	\$334,806 06

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	2	.....	.....
Employes,	2	2	2	.....
Others,	3	4	3	.....
Total,	5	8	5	.....

NITTANY VALLEY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Jones Wister,	President,	Clarkson av., Germant'n.
Charles A. Harte,	Secretary,	4037 Powelton av., Phila.
Francis B. Owen,	Treasurer,	3918 Walnut st., Phila.
Charles A. Harte,	General Manager,	
Jerome M. Bell,	General Superintendent,	Bellefonte, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Jones Wister,		C. A. Harte,	
J. N. M. Shimer,	Philadelphia Pa.	John S. Brown,	Swarthmore, Pa.
B. K. Jamison,	3912 Waln't st., Phil.	H. J. Delany,	316 Chestn't st., Phil.
C. A. Mayer,	Lock Haven, Pa.		

GENERAL INFORMATION.

Name of road: Nittany Valley Railroad.
By whom operated: Nittany Valley Railroad Company.
By what authority: Commonwealth of Pennsylvania. Letters patent of March 15, 1887.
The general offices of the company are located at Bullitt Building, 131-133 South Fourth street, Philadelphia, Pa., room 121, seventh floor.
For information concerning this report, address the Treasurer, as above.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter dated March 15, 1887.
Nittany Valley Railroad Company organized and constructed for the purpose of carrying iron ore from ore banks to iron furnace, and delivery to connecting line or lines at Bellefonte, Pa., at a lower cost than could be done by teams as formerly.

CAPITAL STOCK.

Amount authorized by law,	\$75,000 00
Amount subscribed November 30, 1888.	
Amount now paid in, common,	53,000 00
Number of shares issued,	1,060
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Fifty-three bond (due April 1, 1917; bear interest at 6 per cent., which is payable April 1 and October 1), amount, \$53,000 00

DEBT—CONTINUED.

UNFUNDED DEBT.

Unfunded debt incurred for construction, equipment

or purchase of property, \$27,600 00

Total amount of unfunded debt, 27,600 00

Total amount of funded and unfunded debt, November 30, 1888, . . \$80,600 00

Total cash realized from capital stock and debt, \$80,600 00

COST.

Total cost of roads owned to date, November 30, 1888, \$133,576 61

Average of same per mile of road laid, 23,558 00

Proportion of same for Pennsylvania, 23,558 00

Total cost of equipment owned November 30, 1888, 7,340 67

Cost of equipment per mile (of road owned by company), 1,294 00

Proportion of same for Pennsylvania, 1,294 00

Total cost of roads and equipment, 140,917 28

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES	
	Whole length.	Length in Penn'a.
Length of main line, from Junction with Bellefonte, Nittany and Lemont Railroad to Taylor ore bank,	4.75	4.75
Length of single main track,	4.75	4.75
SUMMARY.		
Length of main line,	4.75	4.75
Length of sidings and other tracks not above enumerated, . . . . .	.87	.87
Length of all tracks,	5.67	5.67

GAUGE.

Gauge of lines, 4 ft. 9 in.

TRACK.

Miles of track laid with steel rail on lines owned, leased or operated, 5.67

Weight of rail per yard, steel, 56 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 1

Wooden trestles, 1; length, 400 feet.

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth, 5

Number of crossings of highways under railroad, 1

Number of crossings at which there are neither gates nor flagmen, 6

Statement of regulations governing employes in regard to these crossings: Engineers required to blow whistle upon approaching crossings.

STATIONS.

Number of stations on main line, freight, 6

Number of engine houses and shops owned by the company, 1

Number of fuel and water stations on main line, 1

Number of locomotive water-troughs on main line and branches, 1

Material of foundation upon which track is laid: Broken stone ballast.

CHARACTERISTICS OF ROAD—CONTINUED.
EQUIPMENT.

Two locomotives, property of Nittany Valley Railroad Company, cost of both,	\$7,340 67
Freight cars, 8-wheel, leased from the Pennsylvania Railroad Com- pany,	12
Hand cars and hand trucks,	2

Train brake in use: Westinghouse air brake, and steam brake on locomotives.	
Average number of cars in freight trains,	4
Average weight of freight trains, including locomotive and tender, in working order, in tons,	173½

EMPLOYEES.	
Average number of persons regularly employed by company, in- cluding officials,	16
Same in Pennsylvania,	16

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Total number of miles run,	4,344
Gross amount of tonnage for the year (2,000 pounds per ton),	49,141
Average rate of speed adopted by freight trains, including stops (miles per hour),	10

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal and coke,	15,306	Stone and lime,	20
Pig iron,	3,066	Lumber,	19
Railroad iron,	20	Other articles,	1,799
Other iron or castings,	1,477		
Iron and other ores,	27,434	Total,	49,141

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	AMOUNT.
February, 1888,	587	\$147 07
March, 1888,	2,094	528 49
April, 1888,	2,489	627 16
May, 1888,	7,187	687 10
June, 1888,	6,291	901 22
July, 1888,	3,101	1,118 32
August, 1888,	2,804	1,022 01
September, 1888,	9,546	940 25
October, 1888,	4,277	} 4,511 81
November, 1888,	10,765	
Total,	49,141	\$10,483 43

FROM ALL OTHER SOURCES.

February, 1888,	\$122 00
March, 1888,	450 00
April, 1888,	507 00
May, 1888,	273 00
June, 1888,	65 00
July, 1888,	65 00
August, 1888,	195 00
September, 1888,	555 00
October, 1888,	620 00
November, 1888,	600 00
Total,	\$3,452 00.

DOINGS OF THE YEAR—CONTINUED.

RECAPITULATION.

Total freight earnings for the year,	\$10,483 43
Total earnings from all other sources,	3,452 00
Total receipts from all sources on whole length of line,	\$13,935 43
Proportion of earnings in Pennsylvania to earnings of whole line,	13,935 43

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Extension or alteration of road: First year and first report.	
Any other expenditures chargeable to this account: Interest account,	\$4,334 37
Proportion for Pennsylvania,	4,334 37

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Brakemen,	\$271 83
Car service,	945 28
Conductors and dispatchers,	324 14
Total,	\$1,541 25

MOTIVE POWER.

Enginemen and firemen, freight,	\$1,725 97
Fuel for locomotives,	1,379 93
Incidentals,	47 43
Locomotive furniture and fixtures,	182 51
Locomotives, repairs of,	1,100 52
Oil for locomotives,	71 52
Tallow for locomotives,	27 72
Tools and machinery, repairs of,	4 89
Waste for locomotives,	26 03
Total,	\$4,566 57

MAINTENANCE OF WAY.

Bridges, repairs of,	\$0 11
Expenses on property,	194 20
Road-bed, repairs of, labor and material,	18 65
Switches,	3 75
Tools and repairs of tools,	14 94
Total,	\$231 65

MAINTENANCE OF CARS.

Cars, repairs of freight,	\$199 10
Oil, tallow, waste, etc.,	14 06
Total,	\$213 16

GENERAL EXPENSES.

Advertising,	\$2 10
Fuel and light,	1 80
Incidentals and legal expenses,	456 25
Office expenses, rent,	150 00
Stationery and blanks,	363 35
Total,	\$973 50

EARNINGS—SUMMARY.

Freight transportation, local and through,	\$10,483 43
Miscellaneous,	3,452 00
Total,	<u>\$13,935 43</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$1,541 25
Motive power,	4,566 57
Maintenance of way,	231 65
Maintenance of cars,	213 16
General expenses,	973 50
Total operating expenses,	<u>\$7,526 13</u>
Expenditures charged to cost of road, real estate and equipment during the year,	4,334 37
Total expenditures during the year,	<u>\$11,860 50</u>
Earnings per mile of road operated,	\$2,457 75
Expenses per mile of road operated,	2,091 80
Net earnings,	<u>2,074 93</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction account,	\$133,352 19
Equipment account,	7,340 67
Engine house,	224 42
Cash on hand,	2,514 04
Accounts receivable,	376 59
	<u>\$143,807 91</u>

LIABILITIES.

Capital stock,	\$53,000 00
Bonded debt,	53,000 00
Bills payable,	27,600 00
Accounts payable,	8,132 98
Profit and loss account,	2,074 93
	<u>\$143,807 91</u>

ACCIDENTS TO PERSONS.

Injured from their own misconduct or carelessness,	<u>1</u>
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NORTHERN CENTRAL RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
George B. Roberts,	President,	Philadelphia, Pa.
Frank Thompson,	Vice President,	Philadelphia, Pa.
Stephen W. White,	Secretary,	Philadelphia, Pa.
John S. Leib,	Treasurer,	Baltimore, Md.
James P. Kerr,	Auditor,	Baltimore, Md.
John Scott,	General Solicitor,	Philadelphia, Pa.
Wm. H. Brown,	Chief Engineer,	Philadelphia, Pa.
Chas. E. Pugh,	General Manager,	Philadelphia, Pa.
Robert Neilson,	General Superintendent,	Williamsport, Pa.
H. W. Kapp,	Division Superintendent,	Baltimore, Md.
E. B. Westfall,	Division Superintendent,	Williamsport, Pa.
Alfred Walter,	Division Superintendent,	Sunbury, Pa.
Spencer Meade,	Division Superintendent,	Elmira, N. Y.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
A. J. Cassatt,	Philadelphia, Pa.	B. F. Newcomer,	Baltimore, Md.
Wistar Morris,	Philadelphia, Pa.	John P. Green,	Philadelphia, Pa.
George Small,	Baltimore, Md.	Harry Walters,	Baltimore, Md.
J. N. Hutchinson,	Philadelphia, Pa.	Henry James,	Baltimore, Md.
Dell Noblit,	Philadelphia, Pa.	J. N. DuBarry,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.	Louis W. Hall,	Harrisburg, Pa.

Date of annual meeting for election of directors, fourth Thursday in February

GENERAL INFORMATION.

Name of road : The Northern Central Railway.

The general offices of the company are located at Baltimore, Md.

For information concerning this report, address John S. Leib, Treasurer, Baltimore, Md.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Northern Central Railway company was organized December 9, 1854, under acts of Maryland, 1854, chapter 250, and Pennsylvania, 1854, No. 531, by merger and consolidation of the Baltimore and Susquehanna Railroad Company, chartered (Maryland) 1828, chapter 72; the York and Maryland Line Railroad Company, chartered (Pennsylvania) 1832, No. 78; the York and Cumberland Railroad Railway Company, chartered (Pennsylvania) 1846, No. 421; and the Susquehanna Railroad Company, chartered (Pennsylvania) 1851, No. 297. The several portions of road were completed and opened as follows : From Baltimore to York (58 miles) in 1838; from York to Bridgeport (26 miles) in 1851; from Bridgeport to Sunbury (5 miles) in 1858.

CAPITAL STOCK.

Amount authorized by law,	\$8,000,000 00
Amount authorized by votes of company,	7,150,000 00
Amount subscribed,	7,150,000 00
Amount now paid in, common,	7,150,000 00
Number shares issued, including \$400 scrip not funded,	143,000

DEBT.

FUNDED DEBT.

Mortgage to State of Maryland (irredeemable; bears interest at 6 per cent., which is payable 27th January, April, July and October), amount,	\$1,500,000 00
Mortgage bonds (due April 1, 1900; bear interest at 6 per cent., which is payable 1st April and October), amount,	1,126,000 00
Mortgage bonds (due July 1, 1900; bear interest at 6 per cent., which is payable, coupons, 1st January and July, registered, 1st April and October), amount,	2,804,000 00
Consolidated general mortgage bonds (due July 1, 1904, and April 1, 1925; bear interest at 6 an 4½ per cent., which is payable, 6 per cent., 1st January and July, 4½ per cent., 1st April and October), amount,	5,428,000 00
Second general mortgage bonds (due January 1, 1926; bear interest at 5 per cent., which is payable 1st January and July), amount,	3,730,000 00
Total amount of funded debt,	\$14,588,000 00
Funded debt as per last report,	\$14,697,000 00

COST.

Costs of roads owned to December 31, 1887,	\$14,045,316 64
Cost of additions for the year ending December 31, 1888,	169,608 83
Total cost of road owned to date,	\$14,214,925 47
Cost of equipment owned to December 31, 1887,	\$4,196,107 35
Cost of equipment additions for the year ending December 31, 1888,	16,032 60
Total cost of equipment owned,	\$4,212,139 95
Total cost of roads and equipment,	\$18,427,065 42

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Baltimore, Md., to Sunbury, Pa.,	136.82	101.20
Length of single main track,	136.82	101.20
Length of second main track,	97.00	61.38
BRANCHES.		
Green Spring branch, from Green Spring Junction, Md., to Hollins, Md.,	8.59	8.59
LEASED ROADS.		
Shamokin Valley and Pottsville Railroad, from Sunbury, Pa., to Mt. Carmel, Pa.,	27.30	27.30
Rockville Branch Railroad, from Dauphin, Pa., to Rockville, Pa.,	2.83	2.83
Elmira and Williamsport Railroad, from Williamsport, Pa., Elmira, N. Y.,	75.50	69.00
OPERATED ROADS.		
Summit Branch Railroad, from Millersburg, Pa., to Williamstown, Pa.,	19.70	19.70
Elmira and Lake Ontario Railroad, from Horse Heads Junction, N. Y., to Canandaigua, N. Y., with	64.00	64.00
Branch from Stanley, N. Y., to Sodus Point, N. Y.,	34.18	34.18

CHARACTERISTICS OF ROAD—CONTINUED.

SUMMARY.	WHOLE LENGTH.	LENGTH IN PENN'A.
Length of main line,	136.82	101.20
Length of branches owned by the company,	44.20	.....
Length of leased roads,	105.63	99.13
Length of roads operated,	93.32	19.70
Total length of all roads owned, leased and operated,	379.97	220.03
Length of second track,	107.98	63.27
Length of sidings and other tracks not above enumerated,	190.74	96.18
Length of all tracks,	678.69	379.48

GAUGE.

Gauge of lines, 4 ft. 9 in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	552.31	325.14
Miles of track laid with iron rail on lines owned, leased or operated, .	126.38	54.34

Weight of rail per yard, { Steel, 56, 60, 64, 67, 69 and 70 lbs.
 { Iron, 45, 56, 60, 64 and 72 lbs.

TELEGRAPH LINES.

Length of lines in miles, 368.04; in Pennsylvania, 220.12
 Number of miles of wire, 894.63; in Pennsylvania, 524.84

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . . 165
 Wooden bridges, number of, 36; aggregate length, 2,840 $\frac{9}{12}$ feet
 Stone bridges, number of, 33; aggregate length, 751 $\frac{11}{12}$ feet
 Iron bridges, number of, 96; aggregate length, 5,723 $\frac{1}{2}$ feet
 Total length of bridges and trestles, 9,316 $\frac{5}{12}$ feet

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth:
 Summit Branch Railroad, at Millersburg, Pa.; Philadelphia and Reading Railroad,
 at Herndon, Pa.; Philadelphia and Reading Railroad, at Sunbury, Pa.; Northern
 Central Railway, Shamokin Division Railroad, at Sunbury, Pa.; Cumberland Valley
 Railroad, at Bridgeport, Pa.

Number of crossings of highways at grade in this Commonwealth, . . . 301
 Number of crossings of highways over railroad, 6
 Number of crossings of highways under railroad, 14
 Number of crossings at which gates or flagmen are maintained
 (grade), 11
 Number of crossings at which there are neither gates nor flagmen
 (grade), 290

Statement of regulations governing employes in regard to these crossings: All
 trains are required to sound the whistle at and ring the engine bell from a point
 one-fourth of a mile from each crossing, and are required not to exceed a speed of
 six miles an hour while passing through boroughs.

CHARACTERISTICS OF ROAD—CONTINUED.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, { Passenger, 44,	44	25
{ Freight, 47,	47	25
Number of stations on branches, { Passenger, 47,	11	11
{ Freight, 11,	11	11
Number of stations on leased roads, { Passenger, 47,	47	30
{ Freight, 49,	49	30
Number of engine houses and shops owned by the company,	6	2
Number of fuel and water stations on main line,	28	17
Number of fuel and water stations on branches,	4	4
Number of fuel and water stations on leased roads,	24	15
Number of tunnels on all lines owned by the company,	2	1
Aggregate length of tunnels,	338 ft.	256 ft.

Material of foundation upon which track is laid: Oak and chestnut ties; broken stone, gravel and cinder ballast; "T" rails; angle splices.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	142	\$9,600 00
Passenger cars, first-class,	75	4,000 00
Baggage, mail and express cars,	39	2,000 00
Postal cars (letter and storage),	3	3,500 00
Freight cars, 8-wheel,	5,686	550 00
Freight cars, 4-wheel,	60	525 00
Total freight cars,	5,746	
Cars, roadway department, 8-wheel,	49	500 00
Cars, roadway department, 4-wheel,	3	400 00
Hand cars and hand trucks,	133	42 00

Train brake in use: Westinghouse automatic on all passenger trains.

Average number of cars in passenger trains, including mail, express and baggage cars, 4.8

Average number of cars in freight trains, 33.8

Average weight of passenger trains, including locomotive and tender, in working order, in tons, 142

Average weight of freight trains, including locomotive and tender, in working order, in tons, 890

EMPLOYES.

Average number of persons regularly employed by company, including officials, 2,328

Same in Pennsylvania, 911

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains, 729,782

Number of miles run by freight and coal trains, 1,039,398

Total number of miles run, 1,769,180

Number of passengers carried one mile in Pennsylvania, 23,593,038

Net cost per mile for each passenger carried, 1.772 cents

Number of tons of 2,000 pounds of through freight for the year on main road, 695,290

Number of tons of 2,000 pounds of local freight for the year, 6,794,636

Number of tons of freight carried one mile, 382,506,904

Number of tons of freight carried one mile in Pennsylvania, 283,440,368

Gross amount of tonnage for the year (2,000 pounds per ton), 7,489,926

DOINGS OF THE YEAR—CONTINUED.

Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	25
Average rate of speed adopted by express trains, including stops (miles per hour),	31
Average rate of speed adopted by freight trains, including stops (miles per hour),	11

THE AMOUNT OF FREIGHT IN TONS OF 2,000 POUNDS.

Anthracite coal,	2,823,893	Agricultural products,	791,884
Bituminous coal and coke,	662,592	Merchandise and manufactures,	702,092
Petroleum and other oils,	542,928	Live stock,	77,168
Pig iron,	148,506	Lumber,	842,693
Railroad iron,	73,988	Other articles,	260,233
Other iron or castings,	229,878	Total,	7,489,926
Iron and other ores,	147,084		
Stone and lime,	186,987		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

Average rate per ton per mile,	0.716 cents
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
January, 1888,	217,608	2,172,207	\$51,389 53
February, 1888,	193,489	1,931,428	46,862 90
March, 1888,	208,544	2,100,205	49,648 02
April, 1888,	227,215	2,368,021	54,667 35
May, 1888,	242,927	2,604,244	58,453 22
June, 1888,	270,113	2,705,603	60,019 68
July, 1888,	286,328	3,486,374	70,657 35
August, 1888,	312,220	3,324,815	73,280 26
September, 1888,	331,516	3,316,739	73,676 22
October, 1888,	271,215	2,794,952	64,078 39
November, 1888,	254,540	2,582,601	58,454 31
December, 1888,	224,620	2,451,960	55,922 26
Total,	3,040,335	31,839,149	\$717,109 49

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For all classes,	2.252 cents
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EARNINGS FOR THE YEAR—CONTINUED.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTALS.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888.	50,469	7,015,191	\$49,712 00	496,572	21,527,553	\$168,126 73	547,041	28,542,744	\$217,838 73
February, 1888.	55,571	7,724,369	58,573 26	499,621	22,162,190	151,160 26	555,192	29,886,559	210,033 52
March, 1888.	36,338	5,050,982	33,381 09	499,880	21,013,576	163,357 73	536,218	26,064,558	196,738 82
April, 1888.	40,048	5,566,672	35,084 55	538,715	23,992,824	178,705 02	578,763	29,559,496	213,789 57
May, 1888.	46,378	6,446,542	53,664 85	586,269	23,058,490	184,300 66	632,647	29,505,032	237,965 51
June, 1888.	70,313	9,773,507	61,791 88	564,363	21,906,876	169,913 37	634,676	31,680,383	231,705 25
July, 1888.	71,792	9,979,088	62,664 80	547,387	21,369,640	153,365 80	619,179	31,348,728	219,030 60
August, 1888.	66,738	9,276,582	58,605 66	603,647	26,135,443	187,590 44	670,385	35,412,015	246,196 10
September, 1888.	67,599	9,396,261	57,109 25	607,745	24,760,060	192,804 59	675,344	34,156,321	249,913 84
October, 1888.	74,267	10,323,113	64,774 91	653,567	27,123,156	200,782 04	727,834	37,446,269	265,556 95
November, 1888.	55,084	7,656,676	40,833 49	579,968	24,032,230	160,901 36	635,052	31,688,906	201,734 85
December, 1888.	60,693	8,436,327	55,643 62	616,902	28,779,566	193,281 98	677,595	37,215,893	248,925 60
Total,	695,290	96,645,310	\$634,839 36	6,794,636	285,861,594	\$2,104,589 98	7,489,926	382,506,904	\$2,739,429 34

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTALS.
January, 1888,	\$2,993 42	\$6,315 87	\$8,319 90	\$17,629 19
February, 1888,	3,008 45	5,536 49	40,838 27	49,483 21
March, 1888,	2,993 42	5,067 57	34,944 24	42,905 23
April, 1888,	2,777 18	4,821 89	43,393 73	50,992 80
May, 1888,	2,993 42	5,587 64	42,756 85	51,337 91
June, 1888,	2,898 36	5,665 38	49,469 17	58,032 91
July, 1888,	2,988 83	4,008 44	44,354 07	51,351 34
August, 1888,	2,998 02	4,965 55	39,519 32	47,482 89
September, 1888,	2,793 04	5,157 44	39,743 70	47,694 18
October, 1888,	2,993 42	7,115 52	41,760 03	51,874 97
November, 1888,	2,992 41	8,277 09	28,550 55	39,821 05
December, 1888,	2,998 42	10,353 92	16,954 00	30,306 34
Totals,	\$35,429 39	\$72,872 80	\$430,609 83	\$538,912 02

RECAPITULATION.

Total passenger earnings for the year,	\$717,109 48
Total freight earnings for the year,	2,739,429 34
Total earnings from all other sources,	538,912 02

Total earnings for the year, \$3,995,450 88

Proportion of earnings in Pennsylvania to earnings of whole line, . \$2,960,657 82

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$5,977 85	\$259 96	\$6,237 81
Agents,	11,226 69	28,360 43	39,587 12
Baggage masters,	26,328 79	..	26,328 79
Brakemen,	14,794 81	115,978 40	130,773 21
Cars, cleaning,	8,916 10	11 42	8,927 52
Car furniture and fixtures,	611 62	2,605 85	3,217 47
Clerks,	25,038 09	95,436 70	120,474 79
Conductors and train agents,	20,215 02	53,246 47	73,461 49
Dispatchers,	6,657 15	24,201 56	30,858 71
Docks, dredging and cleaning, . . . . .	..	1,992 60	1,992 60
Expenses of grain elevators, . . . . .	..	296 87	296 87
Expenses of stations, except labor,	3,445 25	4,196 13	7,641 38
Foreign agencies,	11,621 33	14,004 79	25,626 12
Heating cars,	2,611 26	664 71	3,275 97
Heating stations,	3,289 18	2,182 40	5,471 58
Incidentals,	3,705 72	8,916 00	12,621 72
Insurance,	2,456 32	13,253 72	15,710 04
Labor at stations,	13,709 97	76,924 68	90,634 65
Legal expenses,	513 60	1,458 55	1,972 15
Lighting cars,	1,210 16	..	1,210 16
Lighting stations,	12,037 28	4,529 71	16,566 99
Lighterage, . . . . .	..	3,051 93	3,051 93
Loss and damage,	1,127 72	5,958 64	7,086 36
Mail expenses,	513 64	..	513 64
Oil for lamps,	679 26	2,028 82	2,708 08
Stationery and printing,	4,240 84	7,091 35	11,332 19
Stations, repairs of and furniture for,	10,297 95	19,570 02	29,867 97
Superintendents,	2,404 03	7,212 25	9,616 28
Switchmen,	4,181 54	7,901 98	12,083 52
Taxes on stations,	25 62	76 84	102 46
Taxes, State,	3,273 29	10,050 23	13,323 52
Teaming, . . . . .	..	33,921 13	33,921 13
Telegraph expenses,	11,181 94	35,258 75	46,440 69
Tolls, . . . . .	..	4,090 47	4,090 47
Watchmen,	4,768 12	21,328 29	26,096 41
Wharves and landings, repairs of, . . . . .	..	12,937 00	12,937 00
Wrecks, clearing,	21 29	1,873 76	1,895 05
Total,	\$217,081 43	\$620,872 41	\$837,953 84

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemmen and firemen, passenger,	\$41,214 68		\$41,214 68
Enginemmen and firemen, freight,		\$112,348 22	112,348 22
Engine houses and machine shops, etc., re- pairs of,	2,317 84	6,953 51	9,271 35
Fuel for heating,	574 78	1,724 33	2,299 11
Fuel for locomotives,	38,720 85	176,790 72	215,511 57
Incidentals,	1,471 19	4,413 59	5,884 78
Laborers,	9,444 58	28,333 73	37,778 31
Locomotive furniture and fixtures,	966 64	2,899 94	3,866 58
Locomotives, repairs of,	70,863 25	147,094 00	217,957 25
Oil for locomotives,	1,018 98	1,910 56	2,929 54
Sand for locomotives,	894 23	2,682 70	3,576 93
Stationery and printing,	237 04	711 12	948 16
Tallow for locomotives,	814 28	2,576 82	3,391 10
Tools and machinery, repairs of,	3,867 53	11,602 59	15,470 12
Waste for locomotives,	1,004 46	2,374 16	3,378 62
Watchmen,	547 21	1,641 64	2,188 85
Water, wood and coal stations, expenses and repairs of,	4,371 38	13,114 13	17,485 51
Total,	\$178,328 92	\$517,171 76	\$695,500 68
MAINTENANCE OF WAY.			
Ballast,	\$1,605 04	\$4,815 11	\$6,420 15
Bridges, repairs af,	15,911 98	47,735 96	63,647 94
Cars, repairs of (M. and W. service),	599 08	1,797 23	2,396 31
Clerks,	523 62	1,570 86	2,094 48
Cross-ties,	13,653 54	40,960 63	54,614 17
Expenses on property,	972 70	2,918 12	3,890 82
Foremen, tools and watch-houses, repairs of, Frogs,	86 89 612 69	260 66 1,838 06	347 55 2,450 75
Incidentals,	205 65	616 95	822 60
Oil, tallow, waste, etc.,	103 34	310 02	413 36
Rails, iron,	58 61	175 83	234 44
Rails, steel,	2,448 27	7,344 83	9,793 10
Road-bed, repairs of, labor and material,	17,947 21	53,841 64	71,788 85
Snow and ice removing,	1,314 44	3,943 31	5,257 75
Spikes,	760 95	2,282 87	3,043 82
Splices,	3,435 67	10,307 02	13,742 69
Stationery and printing,	105 12	315 38	420 50
Superintendents and supervisors,	2,663 48	7,990 45	10,653 93
Switches,	797 59	2,392 77	3,190 36
Taxes on real estate for road,	490 07	1,470 20	1,960 27
Telegraph, repairs of,	710 04	2,130 13	2,840 17
Tools and repairs of tools,	1,443 61	4,330 84	5,774 45
Track, repairing,	25,517 03	76,551 11	102,068 14
Watchmen,	3,199 21	9,597 62	12,796 83
Total,	\$95,165 83	\$285,497 60	\$380,663 43
MAINTENANCE OF CARS.			
Car shops and sheds, repairs of,	\$144 13	\$132 41	\$576 54
Cars, repairs of freight,		373,197 02	373,197 02
Cars, repairs of passenger, baggage, express and postal,	54,510 57		54,510 57
Fuel for heating,	522 95	1,568 86	2,091 81
Incidentals,	260 55	781 65	1,042 20
Insurance,	3,781 30	11,343 90	15,125 20
Laborers,	2,421 43	7,264 29	9,685 72
Oil, tallow, waste, etc.,	1,435 22	6,260 80	7,696 02
Tools and repairs of tools,	202 31	606 91	809 22
Watchmen,	309 81	929 44	1,239 25
Total,	\$63,588 27	\$102,385 28	\$465,973 55
GENERAL EXPENSES.			
Advertising,	\$72 44	\$217 32	\$289 76
Attendants,	340 82	1,022 46	1,363 28
Clerks,	6,136 57	18,409 71	24,546 28
Fuel and light,	66 48	199 45	265 93
Incidentals and legal expenses,	1,478 34	4,435 01	5,913 35
Office expenses, repairs and furniture,	881 07	2,643 22	3,524 29
Salaries of president and other officers,	2,419 41	7,348 32	9,797 76
Stationery and blanks,	474 63	1,423 91	1,898 54
Total,	\$11,899 79	\$35,699 40	\$47,599 19

EARNINGS—SUMMARY.

Passenger transportation,	\$717,109 49
Freight transportation, local, \$2,104,589.98; through, \$634,839.36; total,	2,739,429 34
Mail service, \$35,429.39; express service, \$72,872.80; total,	108,302 19
Miscellaneous,	430,609 83
Total,	<u>\$3,995,450 85</u>

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$217,981 43	\$620,872 41	\$837,953 84
Motive power,	178,328 92	517,171 76	695,500 68
Maintenance of way,	95,165 83	285,497 60	380,663 43
Maintenance of cars,	63,588 27	402,385 28	465,973 55
General expenses,	11,899 79	35,699 40	47,599 19
Total operating expenses,			<u>\$2,427,690 69</u>

Operating expenses, 60.76 per cent. of earnings.	
Earnings per mile of road operated,	\$28,744 25
Expenses per mile of road operated,	17,465 40
Net earnings,	<u>11,278 85</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of railway,	\$12,527,204 41
Cost of real estate,	1,687,721 06
Cost of equipment,	4,212,139 95
	<u>\$18,427,065 42</u>
Mortgages and ground rents receivable,	9,752 33
Cash deposited in banks,	820,438 23
Due from agents,	539,364 60
Due from connecting roads, etc.,	171,341 09
Bonds and stocks,	4,705,581 00
Materials and supplies,	344,719 41
Depreciation fund for coal lands of the Shamokin Valley and Pottsville Railroad Company,	247,422 17
	<u>\$25,265,684 25</u>

LIABILITIES.

Capital stock (143,000 shares), including \$400 scrip not funded,	\$7,150,000 00
Mortgage to State of Maryland, to secure annuity of \$90,000 00 (irredeemable),	1,500,000 00
Mortgage 6 per cent. currency coupon bonds, due April 1, 1900,	1,126,000 00
Consolidated mortgage 6 per cent. gold coupon and registered bonds, due July 1, 1900,	2,804,000 00
Consolidated general mortgage gold coupon bonds;	
Series A and B (sterling or dollar) 6 per cent. sinking fund, due July 1, 1904,	\$2,208,000 00
Series C, 6 per cent., due July 1, 1904,	1,000,000 00
Million loan (series D), 6 per cent., due July 1, 1904,	1,000,000 00
Series E, 4½ per cent., due April 1, 1925,	1,220,000 00
	<u>5,428,000 00</u>
Second general mortgage 5 per cent. currency coupon bonds, due January 1, 1926:	
Series A,	\$2,730,000 00
Series B,	1,000,000 00
	<u>3,730,000 00</u>

GENERAL BALANCE SHEET, 1888—CONTINUED.

LIABILITIES.	
Mortgages and ground rents payable,	432,262 33
Interests and rentals accrued,	385,094 58
Vouchers and pay-rolls,	542,515 63
Dividend payable January 15, 1889,	357,480 00
Other liabilities,	631,871 05
Depreciation fund for coal lands of Shamokin Valley and Pottsville Railroad Company,	234,323 56
Profit and loss account,	944,137 10
	<u>\$25,265,684 25</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates : Adams Express Company, at a fixed percentage of gross receipts.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road : Pullman's Palace Car Company. Parlor and sleeping cars.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service : \$263.55 per mile for 138.01 miles, dependent on the amount of service performed. No contract made with Post Office Department.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year : Declared June 14, 3 per cent., and December 14, 5 per cent.

Paid in dividends, cash,	\$571,966 50
Balance for the year, or surplus,	368,775 82
Surplus at commencement of the year, \$877,638.29, less sundry charges, \$302,277.01,	575,361 28
Total surplus,	<u>944,137 10</u>

Surplus invested as follows :

Cash and loans, balance of accounts due company, material, fuel and stores items,	\$944,137 10
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ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	2	.....	2	.....	4
Employees,	39	1	20	1	59
Others,	5	7	5	7
Total,	41	6	29	6	70

NORTH EAST PENNSYLVANIA RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING OCTOBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Edward C. Knight,	President,	Philadelphia, Pa.
John S. Wise,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John Jordan, Jr.,	Philadelphia, Pa.	G. J. Mitchell,	Hatboro', Pa.
William C. Ludwig,	Philadelphia, Pa.	Isaac Warner, Jr.,	Hatboro', Pa.
Alfred Hunt,	Bethlehem, Pa.	I. Newton Evans,	Hatboro', Pa.
James H. Stevenson,	Philadelphia, Pa.	Edward C. Knight, Jr.,	Philadelphia, Pa.
Richard J. Dobbins,	Philadelphia, Pa.	Charles H. R. Triebels,	Philadelphia, Pa.
Charles A. Sparks,	Philadelphia, Pa.	Samuel S. Thompson,	Philadelphia, Pa.

Date of annual meeting for election of directors: Second Monday in January.

GENERAL INFORMATION.

Name of road: North East Pennsylvania Railroad.

By whom operated: Philadelphia and Reading Railroad Company.

By what authority: Contract dated December 4, 1872, between the North Pennsylvania Railroad Company and the North East Pennsylvania Railroad Company.
 Contract assumed by Philadelphia and Reading Railroad Company, lessees.

The general offices of the company are located at 240 South Third street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of organization, December 14, 1870.

CAPITAL STOCK.

Amount authorized by law,	\$400,000 00
Amount subscribed,	81,550 00
Amount now paid in, common,	81,550 00
Number of shares issued,	1,631
Amount paid in on each share issued,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due January 1, 1892; bear interest at 7 per cent., which is payable January 1 and July 1), amount, \$160,000 00

DEBT--CONTINUED.

UNFUNDED DEBT.

Unfunded debt,*incurred for construction, equipment or purchase of property,	\$73,000 00
Debt incurred for any other purpose, and for what: Operating expenses,	216,831 95
Total amount of unfunded debt,	289,831 95
Total amount of funded and unfunded debt,	\$449,831 95
Funded debt as per last report,	\$160,000 00
Unfunded debt as per last report,	275,046 12
Total cash realized from capital stock and debt,	\$531,550 38

COST.

Cost of roads owned to October 31, 1887, right of way, construction and real estate,	\$306,041 96
Total cost of roads owned to date,	306,041 96

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Abington to Hartsville,	9.8	9.8
Length of single main track,	9.8	9.8
SUMMARY.		
Length of main line,	9.8	9.8
Length of all tracks,	10.7	10.7

GAUGE.

Gauge of lines,	4 ft. 8½ in.
Weight of rail per yard, iron,	50 and 58 lbs.

TELEGRAPH LINES.

Length of lines in miles, 9.8; in Pennsylvania,	9.8
Number of miles of wire, 9.8; in Pennsylvania,	9.8

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	5
Wooden bridges, aggregate length,	910 feet.

STATIONS.

Number of stations on main line, passenger and freight,	11
Value of real estate held by the company, exclusive of road way, . .	\$13,985 70

Material of foundation upon which track is laid: Oak and chestnut ties; stone, slag and earth ballast.

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	41,972
Number of miles run by freight and coal trains, mixed,	6,115
Total number of miles run,	48,087
Number of passengers carried one mile in Pennsylvania,	785,983

DOINGS OF THE YEAR—CONTINUED.

Number of tons of 2,000 pounds of freight for the year on main road,	22,976
Number of tons of freight carried one mile,	162,790
Number of tons of freight carried one mile in Pennsylvania,	162,790
Gross amount of tonnage for the year (2,000 pounds per ton), including weight of passengers,	34,766
Average rate of speed adopted by ordinary passenger and express trains, including stops (miles per hour),	20.2
Average rate of speed adopted by mixed trains, including stops (miles per hour),	9.1

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	7,154	Live stock,	260
Petroleum and other oils,	23	Lumber,	1,063
Other iron or castings,	21	Other articles,	15,133
Stone and lime,	215	Total,	34,766
Agricultural products,	10,050		
Merchandise and manufactures,	840		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For freight and tolls on coal and merchandise, per ton of 2,000 pounds per mile,	6.25
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
November, 1887,	7,916	54,815	\$1,030 23
December, 1887,	9,871	63,549	1,219 00
January, 1888,	8,076	51,103	946 78
February, 1888,	8,115	47,852	911 23
March, 1888,	8,123	50,366	893 63
April, 1888,	10,258	61,135	1,168 63
May, 1888,	10,315	64,805	1,243 57
June, 1888,	12,013	76,436	1,398 93
July, 1888,	12,584	77,046	1,497 23
August, 1888,	13,000	80,619	1,568 57
September, 1888,	12,291	76,181	1,400 47
October, 1888,	13,758	82,076	1,466 20
Total,	126,320	785,983	\$14,744 62

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	MILES.	AMOUNT.
November, 1887,	1,658	12,101	\$653 57
December, 1887,	1,856	13,247	728 47
January, 1888,	1,488	9,624	686 33
February, 1888,	1,422	10,555	771 23
March, 1888,	1,471	9,981	734 23
April, 1888,	2,516	16,747	1,121 63
May, 1888,	1,925	13,744	899 63
June, 1888,	1,655	11,634	864 53
July, 1888,	1,880	13,046	801 33
August, 1888,	2,869	21,221	1,138 20
September, 1888,	2,106	15,203	927 57
October, 1888,	2,150	15,687	811 38
Total,	22,976	162,790	\$10,138 71

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
November, 1887,	\$35 02	\$143 73	\$57 00	\$235 75
December, 1887,	35 02	17 00	26 00	78 02
January, 1888,	35 02	27 07	36 00	98 09
February, 1888,	35 02	15 18	36 00	86 20
March, 1888,	35 02	16 55	36 00	87 57
April, 1888,	35 02	15 27	36 00	86 29
May, 1888,	35 02	20 90	26 00	81 92
June, 1888,	35 02	29 95	56 00	120 97
July, 1888,	35 02	33 37	26 00	94 39
August, 1888,	35 02	24 89	36 00	95 91
September, 1888,	35 02	27 18	26 00	88 20
October, 1888,	35 02	20 93	27 00	82 95
Total,	\$420 24	\$392 02	\$124 00	\$1,236 26

RECAPITULATION.

Total passenger earnings for the year,	\$14,744 62
Total freight earnings for the year,	10,138 71
Total earnings from all other sources,	1,236 26
Total earnings for the year,	\$26,119 59

EARNINGS—SUMMARY.

Passenger transportation, local,	\$14,744 62
Freight transportation, local,	10,138 71
Mail service, \$420.24; express service, \$392.02; miscellaneous, rents, \$424.00; total,	1,236 26
Total,	\$26,119 59

EXPENSES—SUMMARY.

Conducting transportation,	\$17,112 91
Maintenance of way,	8,961 54
Car service,	2,955 16
General expenses, State and county taxes, etc.,	552 55
Repairs to real estate,	33 26
Total operating expenses,	\$29,615 42
Deficit,	\$3,495 83

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service: Compensation based upon weight of mail matter. Amount received for the year, \$420.24.

STOCK AND DIVIDENDS.

Cash,	\$877 97
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See report of Philadelphia and Reading Railroad Company.

NORTH PENNSYLVANIA RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING OCTOBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
Edward C. Knight,	President,	Philadelphia, Pa.
John S. Wise,	Secretary and Treasurer,	Philadelphia, Pa.
William Rotch Wister,	General Solicitor,	

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John Jordan, Jr.,	Philadelphia, Pa.	Edwin H. Fitler,	Philadelphia, Pa.
William C. Ludwig,	Philadelphia, Pa.	Thomas Cochran,	Philadelphia, Pa.
Ario Pardee,	Hazleton, Pa.	Thomas McKean,	Philadelphia, Pa.
James H. Stevenson,	Philadelphia, Pa.	John H. Michener,	Philadelphia, Pa.
Richard J. Dobbins,	Philadelphia, Pa.	John R. Fell,	Philadelphia, Pa.
Charles A. Sparks,	Philadelphia, Pa.	Edward C. Knight, Jr.,	Philadelphia, Pa.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : North Pennsylvania Railroad.

By whom operated : Philadelphia and Reading Railroad Company, lessee.

By what authority : Lease dated May 14, 1879.

The general office of the company is located at 240 South Third street, Philadelphia.

How are the passenger cars on your road heated, lighted and ventilated? See report of lessces.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated by act of the General Assembly of Pennsylvania, approved April 8, 1852, as The Philadelphia, Easton and Water Gap Railroad Company. The name, style and title was changed to The North Pennsylvania Railroad Company by act of Assembly passed the 8th day of April, 1853.

CAPITAL STOCK.

Amount authorized by law,	\$1,500,000 00
Amount authorized by votes of company,	6,000,000 00
Amount subscribed,	4,646,700 00
Amount now paid in, common,	4,646,700 00
Number of shares issued,	92,934
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.	
FUNDED DEBT.	
Second mortgage bonds (due May 1, 1896 ; bear interest at 7 per cent., which is payable May 1 and November 1) amount,	\$1,500,000 00
General mortgage bonds (due January 1; 1903 ; bear interest at 7 per cent., which is payable January and July 1), amount,	4,500,000 00
Six per cent. registered loan bonds (due September 1, 1905 ; bear interest at 6 per cent., which is payable September 1 and March 1), amount,	1,200,000 00
Total amount of funded debt,	\$7,200,000 00

UNFUNDED DEBT.	
Funded debt as per last report,	\$7,142,500 00
Total cash realized from capital stock and debt,	\$11,846,700 00

COST.	
Cost of roads owned to October 31, 1887,	\$10,082,708 12
Cost of additions for the year ending October 31, 1888,	153,535 28
Total cost of roads owned to date,	10,236,243 40
Cost of equipment owned to October 31, 1887,	1,750,935 65
Total cost of equipment owned,	1,750,935 65
Average cost of equipment per mile of road owned by the company,	51,698 20
Average cost of equipment per mile of road operated by company,	51,698 20
Proportion of same for Pennsylvania,	51,698 20
Cost of road and equipment per mile (of road owned by company,)	60,541 30
Proportion of same for Pennsylvania,	60,541 30
Total cost of roads and equipment,	11,987,179 05
Proportion of same for Pennsylvania,	11,987,179 05

CHARACTERISTICS OF ROAD.		
MAIN LINE.	MILES.	
	WHOLE LENGTH.	LENGTH IN PENN'A.
Length of main line, from Philadelphia (Willow street), to Bethlehem, Pa.,	55.6	55.6
Length of single main track,	4	4
Length of second main track,	55.2	55.2
BRANCHES.		
Delaware River branch, from Jenkintown to middle of Delaware River,	20.5	20.5
Doylestown branch, from Lansdale to Doylestown,	20.5	20.5
Shimersville (out of use) branch,	10.3	10.3
	10.3	10.3
	1.8	1.8
SUMMARY.		
Length of main line,	55.6	55.6
Length of branches,	32.6	32.6
Total length of all roads owned, leased and operated,	88.2	88.2
Length of second track,	75.7	75.7
Length of sidings and other tracks not above enumerated,	34.4	34.4
Length of all tracks,	198.3	198.3

GAUGE.		
Gauge of lines,		4 ft. 8½ in.
TRACK.	MILES.	
	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	144.2	144.2
Miles of track laid with iron rail on lines owned, leased or operated,	54.1	54.1

CHARACTERISTICS OF ROAD—CONTINUED.

Weight of rail per yard,	{ Steel,	50, 60, 66 and 70 lbs.
	{ Iron,	56 and 58 lbs.

TELEGRAPH LINES.

Length of lines in miles, 88.2; in Pennsylvania,	88.2
Number of miles of wire, 88.2; in Pennsylvania,	88.2

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	92
Wooden bridges, aggregate length,	1,885 feet.
Stone bridges, aggregate length,	125 feet.
Iron bridges, aggregate length,	5,376 feet.
Wooden trestles, aggregate length,	1,997 feet.
Total length of bridges and trestles,	9,383 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth : Connecting Railroad, at near Erie Avenue station ; Philadelphia, Newtown and New York Railroad, at Bethayres.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth : Philadelphia and Reading Railroad, at Gunner's Run.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 41; freight, 30,	71	71
Number of stations on branches, passenger, 20; freight, 10,	30	30
Number of engine houses and shops owned by the company,	8	8
Number of fuel and water stations on main line,	12	12
Number of fuel and water stations on branches,	4	4
Value of real estate held by the company, exclusive of roadway, . . .	\$1,248 00	\$192 78
Number of tunnels on all lines owned by the company,	2	2
Aggregate length of tunnels, feet,	2,422	2,422

Material of foundation upon which track is laid : Wooden cross-ties, stone and cinder ballast.

EARNINGS—SUMMARY.

Income from rental from lessees,	\$860,247 50
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On the 14th day of May, 1879, the railroad property and plant of this company was leased to the Philadelphia and Reading Railroad Company for 990 years, from May 1, 1879, since which time the railroad has been operated by that company.

Terms : The lessees to pay a yearly rent in four equal quarterly payments, equal to all the interest on the bonds of the company, 6 per cent. upon the floating debt, and for the first and second years of said term 6 per cent., third and fourth years 7 per cent., and during the fifth and succeeding years 8 per cent. upon the capital stock of the company. Lessees to pay all taxes upon the capital stock, gross receipts, etc., as the same shall fall due, and also the yearly rent of \$12,000 for defraying the expenses of maintaining the corporate organization of the company.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year : November 25, 1887, 2 per cent., \$91,132; February 25, 1888, 2 per cent., \$91,133; May 25, 1888, 2 per cent., \$92,934; August 25, 1888, 2 per cent., \$92,934; total, \$368,133.

Paid in dividends, cash,	\$368,133 00
Amount chargeable to interest on bonds and scrip,	490,313 50
Surplus applicable to dividends due November 25, 1888,	1,801 00
	\$860,247 50

See report of Philadelphia and Reading Railroad Company, lessees.

NORTH AND WEST BRANCH RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
D. J. Waller,	President,	Bloomsburg, Pa.
J. N. DuBarry,	Vice President,	Philadelphia, Pa.
Albert Hewson,	Secretary,	Philadelphia, Pa.
Taber Ashton,	Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
C. R. Buckalew,	Bloomsburg, Pa.	Charles Parrish,	Wilkes-Barre, Pa.
A. J. Cassatt,	Philadelphia, Pa.	G. B. Roberts,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.	N. Parker Shortridge, . .	Wynnewood, Pa.
Wistar Morris,	Philadelphia, Pa.	H. H. Houston,	Philadelphia, Pa.
William Neal,	Bloomsburg, Pa.	Henry D. Welsh,	Philadelphia, Pa.
Henry W. Palmer,	Wilkes-Barre, Pa.	John P. Green,	Philadelphia, Pa.

Date of annual meeting for election of directors, last Tuesday in April.

GENERAL INFORMATION.

Name of road: North and West Branch Railway.

By whom operated: Pennsylvania Railroad Company.

By what authority: Contract dated November 23, 1881, expiring September 1, 1901, unless sooner terminated.

The general offices of the company are located at 233 South Fourth street.

For information concerning this report, address T. Ashton, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original Company, North and West Branch Railroad Company, incorporated May 13, 1871, sold by sheriff July 5, 1881.

North and West Branch Railway Company, organized July 23, 1881; opened for traffic November 23, 1881.

CAPITAL STOCK.

Amount authorized by law,	\$1,500,000 00
Amount subscribed,	1,500,000 00
Amount now paid in, common,	1,500,000 00
Number of shares issued,	30,000
Amount paid in on each share,	50
Par value of each share,	50

DEBT.

FUNDED DEBT.

First mortgage bonds (due September 1, 1901; bear interest at 6 per cent., which is payable March 1 and September 1), amount,	\$1,500,000 00
Funded debt as per last report,	\$1,500,000 00
Total cash realized from capital stock and debt,	\$3,000,000 00

COST.

Cost of roads owned to December 31, 1887,	\$3,092,649 44
Cost of additions for the year ending December 31, 1888,	28,262 17
Total cost of roads owned to date,	\$3,120,911 61

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penna.
Length of main line, from Catawissa to Wilkes-Barre,	43.13	43.13
Length of single main track,	43.13	43.13
BRANCHES.		
Newport branch, from Nanticoke to Glen } Length of road,	4.69	4.69
Lyon, } Length of single track,	4.69	4.69
SUMMARY.		
Length of main line,	43.13	43.13
Length of branches owned by the company,	4.69	4.69
Total length of all roads owned, leased and operated,	47.82	47.82
Length of sidings and other tracks not above enumerated,	20.78	20.78
Length of all tracks,	68.60	68.60

GAUGE.

Gauge of line,	4 ft. 9 in
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	67.09	67.09
Miles of track laid with iron rail on lines owned, leased or operated, .	1.51	1.51

Weight of rail per yard, { Steel,	60 and 70 lbs
{ Iron,	56 and 60 lbs

TELEGRAPH LINES.

Length of lines in miles, 42.69; in Pennsylvania,	42.69
Number of miles of wire, 130.43; in Pennsylvania,	130.43

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	3
Wooden bridges, number of, 14; aggregate length,	1,037 feet
Stone bridges, number of, 2; aggregate length,	40 feet
Iron bridges, number of, 3; aggregate length,	121 feet
Wooden trestles, 14; aggregate length,	2,415 feet
Total length of bridges and trestles,	3,613 feet

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth	
Catawissa and Williamsport Railroad, at 7,776 feet west of Catawissa; Lehigh and	
Luzerne Coal Railroad, at Mocannaqua; Susquehanna Coal Railroad, at Nanticoke	
Lehigh and Susquehanna Railroad, at South Wilkes-Barre; Delaware and Hudson	
Railroad, at South Wilkes-Barre.	
Number of crossings of highways at grade, in this Commonwealth, .	5
Number of crossings of highways over railroad,	
Number of crossings of highways under railroad,	
Number of crossings at which gates or flagmen are maintained, . .	
Number of crossings at which there are neither gates nor flagmen, .	5

CHARACTERISTICS OF ROAD—CONTINUED.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line: Passenger and freight,	8	8
Number of stations on branches: Passenger and freight,	1	1
Number of engine houses and shops owned by the company,	2	2
Number of fuel and water stations on main line,	9	9

Material of foundation upon which track is laid: White oak ties and coal culm ballast.

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Extension or alteration of road and land or land damages, \$28,262 17

STOCK AND DIVIDENDS.

Date and per cent. of all cash divideeds on stock of original and consolidated companies declared during the year:

May 1, 1888, 3 per cent.
November 1, 1888, 3 per cent.

Paid in dividends, cash, \$90,000 00

OHIO AND BALTIMORE SHORT LINE RAILWAY COMPANY

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. B. Washington,	President,	Pittsburgh, Pa.
A. W. Black,	Secretary,	Pittsburgh, Pa.
W. H. Ijams,	Treasurer,	Baltimore, Md.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
W. W. Smith, . . .	Washington, Pa.	J. V. Patton,	Pittsburgh, Pa.
William Workman, . . .	Washington, Pa.	C. S. Wight,	Pittsburgh, Pa.
Samuel Spencer,	Baltimore, Md.	B. F. Young,	Pittsburgh, Pa.

Date of annual meeting for election of directors, first Monday in June.

GENERAL INFORMATION.

Name of road : The Ohio and Baltimore Short Line Railway.

By whom operated : Baltimore and Ohio Railroad Company.

By what authority : By ownership of stock.

The general offices of the company are located at Pittsburgh, Pa.

For information concerning this report, address J. B. Washington, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Ohio and Baltimore Short Line Railway Company, organized February 19, 1873, act of April 4, 1868.

CAPITAL STOCK.

Amount authorized by law,	\$1,060,000 00
Amount subscribed,	290,000 00
Amount now paid in, common,	290,000 00
Number of shares issued,	5,800
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Eastern division first mortgage bonds (due February, 1925; bear interest at 5 per cent., which is payable February and August), amount,

\$500,000 00

UNFUNDED DEBT.

Debt incurred for any other purpose, and for what :

For construction, operating expenses, etc., \$795,193 24

Total amount of unfunded debt, 795,193 24

Total amount of funded and unfunded debt, \$1,295,193 24

DEBT—CONTINUED.

Funded debt as per last report,	\$500,000 00
Unfunded debt as per last report,	733,002 16

COST.

Cost of roads owned to September 30, 1887,	\$1,479,275 16
Cost of additions for the year ending September 30, 1888,	993 63
Total cost of roads owned to date,	1,480,268 79
Average of same per mile of road laid. This information cannot be given as the track is laid on only a portion of the line graded, while a large proportion of the amount expended is for grading.	
Cost of equipment owned to September 30, 1887, and cost of equipment additions for the year ending September 30, 1888. Equipment owned by Baltimore and Ohio Railroad Company.	

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Morrell Junction, Pa., to Leisenring, Pa., .	4.40	4.40
BRANCHES.		
From Ohio and Baltimore Short Line Junction, Pa., to Morrell Junction, Pa.,	Length of road, 1.20	Length of single track, 1.20
From Leisenring, Pa., to Trotters, Pa.,	Length of road, 1.30	Length of single track, 1.30
SUMMARY.		
Length of main line,	4.40	4.40
Length of branches owned by the company,	2.50	2.50
Length of sidings and other tracks not above enumerated,	1.30	1.30
Length of all tracks,	8.20	8.20

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	6.90	6.90
Miles of track laid with iron rail on lines owned, leased or operated, .	1.30	1.30
	8.20	8.20

Weight of rail per yard, { Steel,	67 pounds.
{ Iron,	60 pounds.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	7
Wooden bridges, number of, 1; length,	30 feet.
Iron bridges, number of, 5; aggregate length,	536 feet.
Wooden trestles, number of, 1; length,	500 feet.
Total length of bridges and trestles,	1,066 feet.

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth,	6
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	4
Number of crossings at which there are neither gates nor flagmen,	11

CHARACTERISTICS OF ROAD—CONTINUED.

Statement of regulations governing employes in regard to these crossings: On approaching road crossings a whistle signal is given and engine bell is rung.

STATIONS.	TOTAL.	IN PENN'A
Number of fuel and water stations on main line,	1	

Material of foundation upon which track is laid: Cross-ties on broken stone ballast.

Equipment owned by Baltimore and Ohio Railroad Company.

Train brake in use: Common hand brake.

EMPLOYEES.

Average number of persons regularly employed by company, including officials, 2
 Same in Pennsylvania, 2

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by freight and coal trains, 38,28
 Total number of miles run, 38,28
 Number of tons of 2,000 pounds of through freight for the year on main road, 180,40
 Number of tons of freight carried one mile, 652,90
 Number of tons of freight carried one mile in Pennsylvania, 652,90
 Gross amount of tonnage for the year (2,000 per ton), 180,40
 Average rate of speed adopted by freight trains, including stops (miles per hour), 1

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal and coke, 168,357	Lumber,	1,38
Petroleum and other oils, 8	Other articles,	
Other iron or castings, 250		
Stone and lime, 9,680	Total,	180,40
Merchandise and manufactures, 720		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

Average rate per ton per mile, 1.1 cents

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	MILES.	AMOUNT.
October, 1887,	14,443	50,543	\$401 7
November, 1887,	7,556	29,877	364 9
December, 1887,	7,829	28,669	459 0
January, 1888,	13,882	35,907	380 0
February, 1888,	17,732	43,787	441 1
March, 1888,	16,180	52,827	584 8
April, 1888,	17,374	67,942	740 2
May, 1888,	14,266	63,341	776 9
June, 1888,	18,653	66,267	825 5
July, 1888,	17,010	65,302	695 4
August, 1888,	20,625	86,357	904 1
September, 1888,	14,850	62,178	708 4
Total,	180,400	652,907	\$7,282 6

EARNINGS FOR THE YEAR—CONTINUED.

RECAPITULATION.

Total freight earnings for the year,	\$7,282 65
Total earnings for the year,	7,282 65
Total receipts from all sources on whole length of line.	7,282 65
Proportion of earnings in Pennsylvania to earnings of whole line,	<u>7,282 65</u>

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	<u>\$993 63</u>
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EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Agents and clerks,	\$645 83
Baltimore and Ohio express expenses,	15 39
Brakemen, tonnage,	2,312 08
Cleaning engines and cars,	292 36
Conductors, tonnage,	902 98
Dispatchers and yard masters,	183 17
Foreign agencies, E. and W. agencies,	506 15
Miscellaneous and contingent,	155 04
Oil for locomotives,	91 48
Oil for cars, credit,	17
Oil for signals,	11 97
Stationery, printing and advertising,	120 61
Superintendence,	142 25
Telegraph superintendents and operatives,	9 36
Total,	<u>\$5,388 50</u>

MOTIVE POWER.

Enginemen, freight,	\$1,657 57
Firemen, freight,	585 33
Fuel for locomotives,	821 82
Locomotives, repairs of,	1,438 29
Water, wood and coal stations, expenses and repairs of,	8 67
Total,	<u>\$3,926 35</u>

MAINTENANCE OF WAY.

Bridges, repairs of,	2,054 91
Cross-ties, repairs of railway,	264 68
Rails, iron and steel, repairs of railway,	37 01
Railway material for ordinary repairs,	58 02
Repairs of depots, shops and buildings,	2 53
Repairs of railway, junction fixtures,	\$12 42
Watchmen, watching bridges,	3 71
Watchmen, watching cuts,	222 00
Total,	<u>\$2,655 28</u>

MAINTENANCE OF CARS.

Cars, repairs of freight,	\$1,654 44
Cars, repairs of passenger, baggage, express and postal,	3 72
Laborers,	3,501 98
Total,	<u>\$5,160 14</u>

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

GENERAL EXPENSES.

General expenses,	\$997 30
Legal expenses,	215 40
Taxes on real estate,	76 40
Losses by accident:	
Personal,	31 50
Stock killed,	14 50
Fire,	14 50
Total,	\$1,349 80

EARNINGS—SUMMARY.

Freight transportation, local and through,	\$7,282 60
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EXPENSES—SUMMARY.

Conducting transportation,	\$5,388 50
Motive power,	3,926 30
Maintenance of way,	2,655 20
Maintenance of cars,	5,160 14
General expenses,	1,349 80
Total operating expenses,	\$18,480 10
Expenditures charged to cost of road, real estate and equipment during the year,	993 60
Total expenditures during the year,	\$19,473 70

Operating expenses, 253.75 per cent. of earnings.

Deficit,	\$11,197 45
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GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$1,480,268 79
Profit and loss,	104,924 45
	\$1,585,193 24

LIABILITIES.

Capital stock,	\$290,000 00
First mortgage eastern division bonds,	500,000 00
Due other corporations, etc.,	795,193 24
	\$1,585,193 24

ACCIDENTS TO PERSONS.

Employés injured from their own misconduct or carelessness, . . .	1
Others injured from their own misconduct or carelessness,	1
Total,	2

OIL CITY AND RIDGEWAY RAILWAY AND MINING COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
C. H. Allen,	President,	New York, N. Y.
J. R. Trimble,	Secretary and Treasurer, . .	Pennlyn, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
C. H. Allen,	New York, N. Y.	E. W. Clark, Jr.,	Philadelphia, Pa.
S. G. De Coursey,	Philadelphia, Pa.	Geo. E. Bartol,	Philadelphia, Pa.
E. L. Owen,	New York, N. Y.	W. T. Tiers,	Philadelphia, Pa.

General offices at 242 South Third street, Philadelphia, Pa.

CAPITAL STOCK.

Amount authorized by law,	\$300,000 00
Amount authorized by votes of company,	300,000 00
*Amount subscribed.	
*Amount now paid in.	
Number of shares issued,	1,731
*Amount paid in on each share.	
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Funded debt as per last report,	\$15,000 00
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COST.

Total cost of roads owned to date,	\$71,427 43
Average of same per mile of road laid,	11,905 00
Proportion of same for Pennsylvania,	11,905 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from South Oil City to Cranberry mines,	6	6

EMPLOYES.

Average number of persons regularly employed by company, including officials,	2
Same in Pennsylvania,	1

* The property and franchises of the Cranberry Coal Company were sold at a judicial sale, and the purchasers organized this company; the stock was issued for the property so purchased.

OLEAN, BRADFORD AND WARREN RAILROAD COMPANY

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
G. Clinton Gardner,	President,	Greenfield, Mass.
C. H. Allen,	Vice President,	New York city, N. Y.
J. R. Trimble,	Secretary,	Philadelphia, Pa.
F. S. Buell,	Treasurer,	Buffalo, N. Y.
William L. Doyle,	Auditor,	Buffalo, N. Y.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
G. Clinton Gardner, . . .	Greenfield, Mass.	C. H. Clark,	Philadelphia, Pa.
C. H. Allen,	New York city, N. Y.	Isaac N. Seligman, . . .	New York city, N.
A. N. Martin,	Summit, N. J.	John Dougherty,	New York city, N.

GENERAL INFORMATION.

Name of road : Olcan, Bradford and Warren Railroad.
By whom operated : Western, New York and Pennsylvania Railroad Company.
By what authority : Lease.
The general offices of the company are located at Buffalo, N. Y.
For information concerning this report, address William L. Doyle, Auditor, Buffalo, N. Y.
How are the passenger cars on your road heated, lighted and ventilated ? Heated with stoves, lighted with lamps, ventilation ordinarily.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This road is leased to and operated by the Western, New York and Pennsylvania Railroad Company, and the company respectfully refers to the report of that company, in whose statement the operations of this road are included.
The Western, New York and Pennsylvania Railroad Company owns all the stock of this company, and also the lease above mentioned, and it is practically a consolidation, in fact.

CAPITAL STOCK.

Amount subscribed,	\$150,000
Amount now paid in, common,	150,000
Number of shares issued,	1,500
Amount paid in on each share,	100
Par value of each share,	100

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from State Line to Bradford, whole length, miles, 14 ; in Pennsylvania,

GAUGE.

Gauge of lines,	3
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PENNSYLVANIA RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
George B. Roberts,	President,	Philadelphia, Pa.
Frank Thompson,	First Vice President,	Philadelphia, Pa.
J. N. DuBarry,	Second Vice President,	Philadelphia, Pa.
John P. Green,	Third Vice President,	Philadelphia, Pa.
John C. Sims, Jr.,	Secretary,	Philadelphia, Pa.
Robert W. Smith,	Treasurer,	Philadelphia, Pa.
Robert W. Downing,	Comptroller,	Philadelphia, Pa.
John Scott,	General Solicitor,	Philadelphia, Pa.
William H. Brown,	Chief Engineer,	Philadelphia, Pa.
Charles H. Pugh,	General Manager,	Philadelphia, Pa.
Robert E. Pettit,	General Superintendent,	Altoona, Pa.
Thomas Gucker,	Division Superintendent,	Philadelphia, Pa.
O. E. McClellan,	Division Superintendent,	Harrisburg, Pa.
Robert Pitcairn,	Division Superintendent,	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
George B. Roberts,	Philadelphia, Pa.	H. H. Houston,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.	A. J. Cassatt,	Philadelphia, Pa.
Alexander M. Fox,	Philadelphia, Pa.	C. A. Griscom,	Philadelphia, Pa.
Alexander Biddle,	Philadelphia, Pa.	B. B. Comegys,	Philadelphia, Pa.
N. Parker Shortridge,	Wynnewood, Pa.	Amos R. Little,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.	Frank Thompson,	Philadelphia, Pa.
William L. Elkins,	Philadelphia, Pa.	J. N. DuBarry,	Philadelphia, Pa.
William Thaw,	Pittsburgh, Pa.	John P. Green,	Philadelphia, Pa.

Date of annual meeting for election of directors, March 26, 1889.

GENERAL INFORMATION.

Name of road: Pennsylvania Railroad.

By whom operated: Pennsylvania Railroad Company.

The general offices of the company are located at 233 South Fourth street, Philadelphia, Pa.

For information concerning this report, address Robert W. Smith, Treasurer.

How are the passenger cars on your road heated, lighted and ventilated: Heated by safety stoves, Baker hot water heaters and steam from locomotives. Lighted by compressed coal gas, carburetted gas from safety appliances on cars and by oil lamps. Cars are ventilated by movable sashes in the upper deck.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized March 30, 1847. Act of incorporation approved April 13, 1846. Letters patent issued February 25, 1847. First election for directors held March 30, 1847.

Act of incorporation approved April 13, 1846 (see P. L. p. 112). Acts supplementary or amendatory thereto have also been approved as follows: April 13, 1846 (P. L. p. 326); March 17, 1848 (P. L. p. 273); March 20, 1849 (P. L. p. 196); April 5, 1849 (P. L. p. 341); April 5, 1849 (P. L. p. 360); April 2, 1850 (P. L. p. 1,031); April 6, 1850 (P. L. p. 373); April 26, 1850 (P. L. p. 583); April 12, 1851 (P. L. p. 518); January 29, 1852 (P. L. p. 639); April 23, 1852 (P. L. p. 394); May 1, 1852 (P. L. p. 508);

May 6, 1852 (P. L. p. 616); March 3, 1853 (P. L. p. 137); March 23, 1853 (P. L. p. 219); May 11, 1853 (P. L. p. 672); May 20, 1853 (P. L. p. 677); February 16, 1854 (P. L. p. 72); February 17, 1854 (P. L. p. 76); April 18, 1854 (P. L. p. 385); April 19, 1854 (P. L. p. 392); April 21, 1854 (P. L. p. 453); April 6, 1855 (P. L. p. 196); May 2, 1855 (P. L. p. 409); May 2, 1855 (P. L. p. 412); May 7, 1855 (P. L. p. 459); February 7, 1856 (P. L. p. 33); April 18, 1856 (P. L. p. 447); April 22, 1856 (P. L. p. 526); May 13, 1856 (P. L. p. 554); April 1, 1857 (P. L. p. 209); May 16, 1857 (P. L. p. 519); May 16, 1857 (P. L. p. 539); May 20, 1857 (P. L. p. 598); May 20, 1857 (P. L. p. 599); May 21, 1857 (P. L. p. 649); March 19, 1858 (P. L. p. 136); April 1, 1858 (P. L. p. 197); January 4, 1859 (P. L. p. 827); April 11, 1859 (P. L. p. 512); April 15, 1859 (P. L. p. 679); March 19, 1860 (P. L. p. 175); March 30, 1860 (P. L. p. 365); March 30, 1860 (P. L. p. 379); April 5, 1860 (P. L. p. 667); March 7, 1861 (P. L. p. 88); March 16, 1863 (P. L. p. 132); April 1, 1863 (P. L. p. 194); April 18, 1863 (P. L. p. 512); April 20, 1864 (P. L. p. 514); April 23, 1864 (P. L. p. 535); April 27, 1864 (P. L. p. 615); April 27, 1864 (P. L. p. 634); April 28, 1864 (P. L. p. 650); July 7, 1864 (P. L. p. 951); August 10, 1864 (P. L. p. 1035); August 12, 1864 (P. L. p. 963); March 21, 1865 (P. L. p. 466); March 23, 1865 (P. L. p. 584); March 23, 1865 (P. L. p. 643); April 4, 1866 (P. L. p. 819); March 21, 1866 (P. L. p. 263); April 11, 1866 (P. L. p. 798); March 22, 1867 (P. L. p. 528); April 10, 1867 (P. L. p. 993); April 4, 1868 (P. L. p. 58); December 29, 1869 (P. L. p. 1374); April 6, 1870 (P. L. p. 1008); February 17, 1871 (P. L. p. 55); March 8, 1871 (P. L. p. 188); March 8, 1871 (P. L. p. 189); March 8, 1871 (P. L. p. 190); March 25, 1871 (P. L. p. 451); March 6, 1872 (P. L. p. 220); March 7, 1872 (P. L. p. 259); February 18, 1873 (P. L. p. 146); March 12, 1873 (P. L. p. 253); June 6, 1873 (P. L. p. 415).

CAPITAL STOCK.

Amount authorized by law,	\$151,700,000 00
Amount authorized by votes of company,	114,243,450 00
Amount subscribed,	106,545,400 00
Amount now paid in, common,	106,545,400 00
Number of shares issued,	2,130,908
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

General mortgage bonds (due 1910; bear interest at 6 per cent., which is payable semi-annually), amount,	\$19,997,810 40
Consolidated mortgage bonds (due 1905; bear interest at 6 per cent., which is payable, coupons, semi-annually; registered, quarterly), amount,	27,482,930 00
Consolidated mortgage bonds (due 1919; bear interest at 5 per cent., which is payable, coupons, semi-annually; registered, quarterly), amount,	4,998,000 00
Navy yard mortgage bonds, semi-annually, due 1901, 5 per cent.,	1,000,000 00
Collateral trust bonds, semi-annually, due 1913, 4½ per cent.,	9,900,000 00
Total amount of funded debt,	\$63,378,740 40

Funded debt as per last report,	\$63,380,690 00
Debt due the State account purchase main line bonds, interest 5 per cent.,	1,232,757 40
Total cash realized from capital stock and debt,	\$169,924,140 40

COST.

Cost of roads owned to December 31, 1887,	\$39,813,870 00
Cost of additions for the year ending December 31, 1888,	827,016 80
Total cost of roads owned to date,	40,640,886 80
Cost of equipment owned to December 31, 1887,	26,588,691 30
Cost of equipment additions for the year ending December 31, 1888,	1,563,500 00
Total cost of equipment owned,	28,152,191 30

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a
Length of main line, from Harrisburg to Pittsburgh,	248.26	248.26
Length of second main track,	248.26	248.26
Length of third main track,	121.62	121.62
BRANCHES OWNED.		
Filbert Street Extension branch, from Broad street station, Philadelphia, to West side Thirtieth street, West Philadelphia,	Length of road, Length of double track,	1.00 1.00
Philadelphia and Columbia branch, from West side Thirtieth street, West Philadelphia, to Columbia,	Length of road, Length of double track,	80.15 80.15
Delaware Extension branch, from Dock street, Philadelphia, to West Philadelphia,	Length of road, Length of single track, Length of double track,	7.84 0.41 7.43
Swanson Street Extension branch, from Junction, two miles east of Hamburg, to 6,398 $\frac{7}{8}$ feet south of Dock street, Philadelphia,	Length of road, Length of single track, Length of double track,	1.22 1.10 0.12
Girard Point Extension branch, from Hamburg Junction to Girard Point,	Length of road, Length of single track,	2.06 2.06
Schuylkill River branch, from Arsenal Bridge, West Philadelphia, to Haverford street, West Philadelphia,	Length of road, Length of single track, Length of double track,	1.70 0.04 1.66
Fifty-second Street branch, from Fifty-second street station, West Philadelphia, to South side Monticello street, West Philadelphia,	Length of road, Length of double track,	0.14 0.14
Frazer branch, from Frazer to near Woodlands,	Length of road, Length of single track,	1.80 1.80
Lancaster Cut-off branch, from Big Conestoga to Dillerville Junction,	Length of road, Length of double track,	2.42 2.42
Columbia Bridge, from Columbia, over Susquenanna river, to Wrightsville,	Length of bridge, Length of single track,	1.11 1.11
York branch, from Wrightsville to York,	Length of road, Length of single track,	11.77 11.77
Rockville branch, from Dauphin to Rockville,	Length of road, Length of single track, Length of double track,	2.83 0.94 1.89
Tipton branch, from Tipton to Tipton Run coal mines,	Length of road, Length of single track, Length of road,	4.44 4.44 3.15
Tyrone branch, from Tyrone to Vail,	Length of single track, Length of double track,	1.34 1.81
Holidaysburg branch, from Altoona to Holidaysburg and "Y" switches at Junction of New Portage Railroad,	Length of road, Length of single track,	9.60 9.60
Morrison's Cove branch, from Williamsburg Junction to Henrietta,	Length of road, Length of single track,	18.90 18.90
Martinsburg branch, from Martinsburg Junction to Martinsburg,	Length of road, Length of single track,	0.70 0.70
Bloomfield branch, from Roaring Spring to Ore Hill,	Length of road, Length of single track,	3.00 3.00
Williamsburg branch, from Williamsburg Junction to Williamsburg,	Length of road, Length of single track,	13.30 13.30
Springfield branch, from Springfield Junction to ore mines,	Length of road, Length of single track,	8.20 8.20
Lilly branch, from Lilly to coal mines,	Length of road, Length of single track,	0.76 0.76
Ben's Creek branch, from Ben's Creek to coal mines,	Length of road, Length of single track,	0.75 0.75
Martin's branch, from Portage to Coal Tipple,	Length of road, Length of single track,	2.76 2.76
Wilmore branch, from Ben's Creek to Summerhill,	Length of road, Length of single track,	0.67 0.67
Summerhill branch, from Summerhill to South Fork,	Length of road, Length of single track,	2.03 2.03
Alexandria branch, from George to Crab Tree,	Length of road, Length of single track,	4.55 4.55
Manor branch, from Manor to works of Manor Gas Coal Company, Claridge, Pa.,	Length of road, Length of single track,	4.30 4.30
Indiana Branch, from Blairsville intersection to Indiana,	Length of road, Length of single track,	18.91 18.91
Port Perry branch, from Bunton to Thomson,	Length of road, Length of single track, Length of double track,	1.37 0.40 0.97

CHARACTERISTICS OF ROAD—CONTINUED.

		MILES.	
		Whole length.	Length in Penn'a.
*LEASED ROADS.			
Martin's Creek Railroad in Pennsylvania, from Pennsylvania and New Jersey State line to Martin's Creek station,	Length of road,	0.15	0.15
	Length of single track,	0.15	0.15
Trenton Delaware bridge, from Trenton, N. J., to Morrisville, Pa.,	Length of bridge,	0.19	0.19
	Length of double track,	0.19	0.19
Philadelphia and Trenton Railroad, from Morrisville to Kensington,	Length of road,	26.50	26.50
	Length of double track,	26.50	26.50
Tioga Street branch, from Philadelphia and Trenton railroad in Kensington to gas works on Delaware river,	Length of road,	1.24	1.24
	Length of single track,	1.24	1.24
Kensington and Tacony Railroad, from Junction Tioga Street branch to Tacony,	Length of road,	1.04	1.04
	Length of single track,	1.04	1.04
Frankford and Holmesburg Railroad, from Holmesburg Junction to Bustleton,	Length of road,	4.16	4.16
	Length of single track,	4.16	4.16
Connecting Railway, from Frankford Junction to Mantua, Philadelphia,	Length of road,	6.75	6.75
	Length of double track,	6.75	6.75
Philadelphia, Germantown and Chestnut Hill Railroad, from Germantown Junction to Chestnut Hill,	Length of road,	6.75	6.75
	Length of single track,	0.01	0.01
	Length of double track,	6.74	6.74
River Front Railroad, from connecting P. and T. Railroad, Lehigh avenue, Philadelphia, to Dock street, Philadelphia,	Length of road,	3.62	3.62
	Length of single track,	1.35	1.35
	Length of double track,	2.27	2.27
Canal Street Branch River Front Railroad, from Canal street, Philadelphia, to Laurel street, Philadelphia,	Length of road,	0.24	0.24
	Length of single track,	0.24	0.24
West Chester Railroad, from near Woodland to West Chester,	Length of road,	5.00	5.00
	Length of single track,	5.00	5.00
Downingtown and Lancaster Railroad, from Downingtown to New Holland,	Length of road,	28.11	28.11
	Length of single track,	28.11	28.11
Pomeroy and Newark Railroad, from Pomeroy, Pa., to P. W. and B. Railroad, Newark, Delaware,	Length of road,	26.70	21.60
	Length of single track,	26.70	21.60
Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad, from Dillerville Junction to Harrisburg,	Length of road,	35.59	35.59
	Length of single track,	25.59	25.59
	Length of double track,	10.00	10.00
Columbia branch, Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad, from branch intersection to Columbia,	Length of road,	18.15	18.15
	Length of double track,	18.15	18.15
Pennsylvania Schuylkill Valley Railroad, from Monticello street, Philadelphia, to Lehigh Valley Railroad connecting near New Boston,	Length of road,	101.30	101.30
	Length of single track,	72.90	72.90
	Length of double track,	28.40	28.40
Phoenixville branch, Pennsylvania Schuylkill Valley Railroad, from Frazer to Phoenixville,	Length of road,	10.65	10.65
	Length of single track,	9.31	9.31
	Length of double track,	1.34	1.34
Front Street branch, Pennsylvania Schuylkill Valley Railroad, from Court street, Reading, to Sixth street, Reading,	Length of road,	0.98	0.98
	Length of single track,	0.98	0.98
Shenandoah branch, Pennsylvania Schuylkill Valley Railroad, from Frackville to Shenandoah,	Length of road,	4.98	4.98
	Length of single track,	4.98	4.98
Morea branch, Pennsylvania Schuylkill Valley Railroad, from Morea Station to Morea Breaker,	Length of road,	1.00	1.00
	Length of single track,	1.00	1.00
Hanover and York Railroad, from York to Hanover,	Length of road,	18.35	18.35
	Length of single track,	18.35	18.35
Littlestown Railroad, from Hanover to Maryland State line,	Length of road,	9.30	9.30
	Length of single track,	9.30	9.30
Columbia and Port Deposit Railroad, from Columbia, Pa., to Port Deposit, Md.,	Length of road,	39.83	28.97
	Length of single track,	39.83	28.97
Sunbury and Lewistown Railroad, from Lewistown to Selinsgrove Junction,	Length of road,	43.45	43.45
	Length of single track,	43.45	43.45
Lewistown and Tuscarora Bridge over Juniata river at Lewistown,	Length of bridge,	0.12	0.12
	Length of single track,	0.12	0.12
Mifflin and Centre County Railroad, from Lewistown Junction to Milroy,	Length of road,	12.31	12.31
	Length of single track,	12.31	12.31
Bedford and Bridgeport Railroad, from Mt. Dallas to State line,	Length of road,	38.70	38.70
	Length of single track,	38.70	38.70
Dunning's Creek branch, B. and B. Railroad, from Bedford to Holderbaum,	Length of road,	10.50	10.50
	Length of single track,	10.50	10.50
Bald Eagle Valley Railroad, from Vail to Lock Haven,	Length of road,	51.20	51.20
	Length of single track,	51.20	51.20
Bellefonte branch, from Milesburg to Bellefonte,	Length of road,	2.99	2.99
	Length of single track,	2.99	2.99
Snow Shoe branch, from Snow Shoe intersection to Perse,	Length of road,	22.22	22.22
	Length of single track,	22.22	22.22

*Leased lines located entirely outside of Pennsylvania are omitted from this report.

CHARACTERISTICS OF ROAD—CONTINUED.

LEASED ROADS.		MILES.	
		Whole length.	Length in Penn'a.
Sugar Camp branch, from Sugar Camp Junction to Sugar Camp mines, . . .	Length of road, . . .	3.12	3.12
	Length of single track, . . .	3.12	3.12
Tyrone and Clearfield Railway, from Vail to beyond Curwensville, . . .	Length of road, . . .	45.72	45.72
	Length of single track, . . .	39.06	39.06
	Length of double track, . . .	6.66	6.66
Moshannon branch, from Moshannon Junction to terminus, . . .	Length of road, . . .	11.98	11.98
	Length of single track, . . .	7.40	7.40
	Length of double track, . . .	4.58	4.58
Moshannon and Clearfield branch, from Moshannon and Clearfield Junction to terminus, . . .	Length of road, . . .	7.74	7.74
	Length of single track, . . .	7.74	7.74
Leskie branch, from Leskie Junction to Leskie Colliery, . . .	Length of road, . . .	1.32	1.32
	Length of single track, . . .	1.32	1.32
Beaver branch, from Beaver Junction to coal mines,	Length of road, . . .	0.88	0.88
	Length of single track, . . .	0.88	0.88
Coal Run branch, from Coal Run Junction to terminus, . . .	Length of road, . . .	3.82	3.82
	Length of single track, . . .	3.82	3.82
Morgan Run branch, from Morgan Run Junction to terminus, . . .	Length of road, . . .	4.05	4.05
	Length of single track, . . .	4.05	4.05
Goss Run No. 1 branch, from Goss Run Junction to terminus, . . .	Length of road, . . .	1.91	1.91
	Length of single track, . . .	1.91	1.91
Goss Run No. 2 branch, from Goss Run Junction No. 2 to terminus, . . .	Length of road, . . .	1.64	1.64
	Length of single track, . . .	1.64	1.64
Goss Run No. 3 branch, from Goss Run Junction No. 3 to terminus, . . .	Length of road, . . .	1.26	1.26
	Length of single track, . . .	1.26	1.26
Houtzdale branch, from Houtzdale Junction to terminus, . . .	Length of road, . . .	0.74	0.74
	Length of single track, . . .	0.74	0.74
Amesville branch, from Amesville Junction to coal mines, . . .	Length of road, . . .	2.39	2.39
	Length of single track, . . .	2.39	2.39
Amesville branch extension, from Junction Amesville branch to terminus, . . .	Length of road, . . .	2.08	2.08
	Length of single track, . . .	2.08	2.08
Buelah branch, from Buelah Junction to terminus, . . .	Length of road, . . .	0.54	0.54
	Length of single track, . . .	0.54	0.54
Madera branch, from Madera Junction to coal mines, . . .	Length of road, . . .	8.44	8.44
	Length of single track, . . .	8.44	8.44
Banian Run branch, from Banian Junction to terminus, . . .	Length of road, . . .	0.47	0.47
	Length of single track, . . .	0.47	0.47
Mapleton branch No. 1, from Mapleton Junction to terminus, . . .	Length of road, . . .	3.20	3.20
	Length of single track, . . .	3.20	3.20
Mapleton branch No. 2, from Mapleton Junction No. 2 to terminus, . . .	Length of road, . . .	2.24	2.24
	Length of single track, . . .	2.24	2.24
Philipsburg branch, from Philipsburg Junction to Morrisdale, . . .	Length of road, . . .	3.49	3.49
	Length of single track, . . .	3.49	3.49
Derby branch, from Derby Junction to terminus,	Length of road, . . .	1.19	1.19
	Length of single track, . . .	1.19	1.19
Lewisburg and Tyrone Railroad (West End), from Tyrone to Fairbrook, . . .	Length of road, . . .	19.90	19.90
	Length of single track, . . .	19.90	19.90
Scotia branch, Lewisburg and Tyrone Railroad, from Fairbrook to Scotia, . . .	Length of road, . . .	5.26	5.26
	Length of single track, . . .	5.26	5.26
Juniata branch, Lewisburg and Tyrone Railroad, from Juniata Junction to Juniata, . . .	Length of road, . . .	2.08	2.08
	Length of single track, . . .	2.08	2.08
Newry Railroad, from Junction New Portage Railroad to Newry, . . .	Length of road, . . .	1.00	1.00
	Length of single track, . . .	1.00	1.00
Ebensburg and Cresson Railway, from Cresson to Ebensburg, . . .	Length of road, . . .	11.00	11.00
	Length of single track, . . .	11.00	11.00
South West Pennsylvania Railway, from South West Pennsylvania Junction to Fairchance, . . .	Length of road, . . .	44.50	44.50
	Length of single track, . . .	41.61	41.61
	Length of double track, . . .	2.89	2.89
Radebaugh branch, from County Home Junction to Radebaugh Junction, . . .	Length of road, . . .	3.49	3.49
	Length of single track, . . .	3.49	3.49
Sewickley branch, South West Pennsylvania Railway, from Junction with South West Pennsylvania Railway to Tranger, . . .	Length of road, . . .	7.13	7.13
	Length of single track, . . .	7.13	7.13
Boyer Run branch, from Junction with Sewickley branch to end of track, . . .	Length of road, . . .	1.82	1.82
	Length of single track, . . .	1.82	1.82
Brinker Run branch, from Junction with Sewickley branch to end of track, . . .	Length of road, . . .	2.10	2.10
	Length of single track, . . .	2.10	2.10
Mammoth branch, from Shoup's Station to Mammoth, . . .	Length of road, . . .	2.37	2.37
	Length of single track, . . .	2.37	2.37
Tarr branch, from Tarr Station to coal mines,	Length of road, . . .	0.65	0.65
	Length of single track, . . .	0.65	0.65
Stonerville branch, from Junction with South West Pennsylvania Railroad to end of track, . . .	Length of road, . . .	1.51	1.51
	Length of single track, . . .	1.51	1.51
Scottdale branch, from Junction South West Pennsylvania Railway to Junebug and Texas branches, . . .	Length of road, . . .	1.87	1.87
	Length of single track, . . .	1.87	1.87
Overton branch, from Junction Scottdale branch to end of track,	Length of road, . . .	1.24	1.24
	Length of single track, . . .	1.24	1.24

CHARACTERISTICS OF ROAD—CONTINUED.

LEASED ROADS.		MILES.	
		Whole length.	Length in Penn'a.
Junebug branch, from Junction Scottsdale	Length of road,	1.20	1.20
branch to Morewood branch,	Length of single track, .	1.20	1.20
Schoonmaker branch, from Junebug	Length of road,	0.46	0.46
branch to end of track,	Length of single track, .	0.46	0.46
Morewood branch, from North end of Junebug branch to Morewood,	Length of road,	1.25	1.25
Texas branch, from Junction Junebug	Length of single track, .	1.25	1.25
branch to end of track,	Length of road,	4.98	4.98
Everson and Broad Ford branch, from Junction South West Pennsylvania Railway to Youghiogheny Railway,	Length of single track, .	4.98	4.98
Opossum Run branch, from Junction South West Pennsylvania Railway at New Haven to end of track,	Length of road,	1.90	1.90
Morrell branch, from Junction South West Pennsylvania Railway to end of track,	Length of single track, .	1.90	1.90
Mahoning branch, from Junction South West Pennsylvania Railway to end of track,	Length of road,	5.87	5.87
Fairchance branch, from Junction South West Pennsylvania Railway to end of track,	Length of single track, .	5.87	5.87
Vance's Mill branch, South West Pennsylvania Railway, from Vance's Mill Junction to Bute,	Length of road,	1.18	1.18
Wyuw branch, from Junction Fairchance branch to coke ovens,	Length of single track, .	1.18	1.18
Western Pennsylvania Railroad, from Bolivar to Butler,	Length of road,	0.89	0.89
Allegheny City branch, Western Pennsylvania Railroad, from Butler Junction to Allegheny City,	Length of single track, .	0.89	0.89
Pittsburgh, Virginia and Charleston Railway, from Junction P. C. and St. L., South Side, Pittsburgh, to West Brownville,	Length of road,	1.71	1.71
Pittsburgh and White Hall Railroad, from Twenty-sixth street, Pittsburg, to Fifth street, South Side,	Length of single track, .	1.71	1.71
Redstone branch, P. V. and C. Railway, from West Brownville to Redstone Junction, South West Pennsylvania,	Length of road,	2.91	2.91
Brownville branch, P. V. and C. Railway, from West Brownville Junction to Redstone Junction,	Length of single track, .	2.91	2.91
Philadelphia and Erie Railroad, from Erie to Sunbury,	Length of road,	0.26	0.26
Wilcox Railroad, from Wilcox to Burning Well,	Length of single track, .	0.26	0.26
Ridgway and Clearfield Railroad, from Ridgway to Fall's Creek,	Length of road,	70.63	70.63
Susquehanna and Clearfield Railroad, from Keating to Karthaus,	Length of single track, .	70.63	70.63
Three Runs' branch, Susquehanna and Clearfield Railroad, from Three Runs' to Potter's Mills,	Length of road,	27.60	27.60
Lewisburg bridge, across Susquehanna river at Lewisburg,	Length of single track, .	4.32	4.32
Lewisburg and Tyrone Railroad (East End), from Montandon to near Lemont,	Length of double track, .	23.28	23.28
Belleville, Nittany and Lemont Railroad, from near Lemont to Belleville,	Length of road,	53.23	53.23
Sunbury, Hazleton and Wilkes-Barre Railroad, from Sunbury to Tomhicken,	Length of single track, .	43.78	43.78
North and West Branch Railway, from Catawissa to Wilkes-Barre,	Length of double track, .	9.45	9.45
Newport branch, North and West Branch Railway, from Nanticoke to Glenlyon,	Length of road,	1.73	1.73
Nescopeck Railroad, from Rock Glen Junction to Nescopeck,	Length of single track, .	1.73	1.73
Cambria and Clearfield Railroad, from La Jose to Brubaker Junction,	Length of road,	16.56	16.56
St. Lu branch, C. and C. Railroad, from St. Lu to terminus,	Length of single track, .	16.56	16.56
King's Run branch, C. and C. Railroad, from Welshdale to terminus,	Length of road,	1.00	1.00
Brubaker branch, C. and C. Railroad, from Brubader Junction to Mitchell mines,	Length of single track, .	1.00	1.00
	Length of road,	287.56	287.56
	Length of single track, .	232.85	232.85
	Length of double track, .	54.71	54.71
	Length of road,	5.26	5.26
	Length of single track, .	5.26	5.26
	Length of road,	27.23	27.23
	Length of single track, .	27.23	27.23
	Length of road,	22.78	22.78
	Length of single track, .	22.78	22.78
	Length of road,	2.11	2.11
	Length of single track, .	2.11	2.11
	Length of bridge,	0.24	0.24
	Length of single track, .	0.24	0.24
	Length of road,	57.60	57.60
	Length of single track, .	57.60	57.60
	Length of road,	9.45	9.45
	Length of single track, .	9.45	9.45
	Length of road,	43.44	43.44
	Length of single track, .	43.44	43.44
	Length of road,	43.13	43.13
	Length of single track, .	43.13	43.13
	Length of road,	4.69	4.69
	Length of single track, .	4.69	4.69
	Length of road,	11.96	11.96
	Length of single track, .	11.96	11.96
	Length of road,	9.45	9.45
	Length of single track, .	9.45	9.45
	Length of road,	0.43	0.43
	Length of single track, .	0.43	0.43
	Length of road,	1.52	1.52
	Length of single track, .	1.52	1.52
	Length of road,	5.94	5.94
	Length of single track, .	5.94	5.94

CHARACTERISTICS OF ROAD—CONTINUED.

SUMMARY.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line,	248.26	248.26
Length of branches owned by the company,	211.43	211.43
Length of leased roads,	1,472.36	1,456.46
Total length of all roads owned, leased and operated,	1,932.05	1,916.15
Length of second track,	547.76	547.76
Length of sidings and other tracks not above enumerated,	1,187.26	1,185.06
Length of all tracks,	3,667.07	3,648.97

GAUGE.

Gauge of lines, 4 ft. 9 in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	3,200.53	3,188.60
Miles of track laid with iron rail on lines owned, leased or operated,	466.54	460.37

Weight of rail per yard, { Steel, 50 to 88 lbs.
 { Iron, 40 to 65 lbs.

TELEGRAPH LINES OWNED.

Length of lines in miles, 419.48; in Pennsylvania, 403.58
 Number of miles of wire, 3,301.77; in Pennsylvania, 3,275.01

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 351
 Wooden bridges, number of, 71; aggregate length, 9,941 feet.
 Stone bridges, number of, 121; aggregate length, 6,958 feet.
 Iron bridges, number of, 132; aggregate length, 19,795 feet.
 Wooden trestles, number of, 20; aggregate length, 2,583 feet.
 Total length of bridges and trestles, 39,277 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth: Reading and Columbia Railroad, at Columbia; Reading and Columbia Railroad, at Dillerville Junction; Philadelphia, Wilmington and Baltimore Railroad, at Front and Washington avenue, and Twenty-fifth and Washington avenue, Philadelphia; Philadelphia and Reading Railroad, at west of Rockville.

Railroad crossing lines owned by the company either over or under grade, in this Commonwealth: Baltimore and Ohio Railroad, at Philadelphia (under); Wilmington and Northern Railroad, at Coatesville (under); Reading and Columbia Railroad, at Lancaster (over); Pittsburgh Junction Railroad, at Pittsburgh (under); Pittsburgh, McKeesport and Youghiogheny Railroad, at near Point Perry Bridge (under); Baltimore and Ohio Railroad, at east of Point Perry Bridge (under).

Number of crossings of highways at grade, in this Commonwealth, 647
 Number of crossings of highways over railroad, 109
 Number of crossings of highways under railroad, 114
 Number of crossings at which gates or flagmen are maintained, 33
 Number of crossings at which there are neither gates nor flagmen, 614

CHARACTERISTICS OF ROAD—CONTINUED.

Statement of regulations governing employ es in regard to these crossings: Flag men and gatemen, at the approach of trains, must give timely warning to all persons approaching crossings, and whistle should be sounded one-fourth mile from crossing, and bell rung until crossing is passed.

STATIONS.	TOTAL.	IN PENN'A
Number of stations on main line, passenger, 67; freight, 68,	91	9
Number of stations on branches, passenger, 66; freight, 59,	91	9
Number of stations on leased roads, passenger, 331; freight, 315, . .	385	38
Number of engine houses and shops owned by the company,	34	3
Number of fuel and water stations on main line,	70	7
Number of fuel and water stations on branches,	48	4
Number of fuel and water stations on leased roads,	187	18
Number of locomotive water troughs on main line and branches, . .	19	1
Cost of real estate held by the company, exclusive of roadway, \$13,459,171.79		
Number of tunnels on all lines owned by the company,	8	
Aggregate length of tunnels,	8,956	8,95

Material of foundation upon which track is laid: Oak cross-ties, broken stone, gravel, culm and cinder ballast.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	1,387	\$10,000 00
Passenger cars, first class,	973	\$5,000 00
Passenger cars, second class,	169	3,000 00
Total passenger cars,	1,142	
Baggage, main and express cars,	203	2,000 00
Postal cars (letter and storage),	28	3,500 00
Freight cars, 8-wheel,	28,182	\$600 00
Freight cars, 4-wheel,	1,503	450 00
Total freight cars,	29,685	
Cars, roadway department, 8-wheel,	966	600 00
Hand cars and hand trucks,	1,482	45 00

Train brake in use: Westinghouse air brake for passenger trains. Westinghouse air brake and the Elder brake for freight trains.

Average number of cars in passenger trains, including mail, express and baggage cars,	4,80
Average number of cars in freight trains,	24, 10
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	21
Average weight of freight trains, including locomotive and tender, in working order, in tons,	39

EMPLOYES.

Average number of persons regularly employed by company, including officials,	45,57
Same in Pennsylvania, about,	39, 10

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	31,985,42
Number of miles run by freight and coal trains,	347,658, 10
Total number of miles run,	379,643, 58
Number of passengers carried one mile in Pennsylvania,	330,022, 61

DOINGS OF THE YEAR—CONTINUED.

Net cost per mile for each passenger carried,	1.608 cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	2,240,282
Number of tons of 2,000 pounds of local freight for the year,	32,328,804
Number of tons of freight carried one mile.	4,364,407,278
Number of tons of freight carried one mile in Pennsylvania,	4,351,564,201
Gross amount of tonnage for the year (2,000 pounds per ton),	34,569,086
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	24
Average rate of speed adopted by express trains, including stops (miles per hour),	30
Average rate of speed adopted by freight trains, including stops (miles per hour),	10

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal, 6,310,730	Agricultural products, 1,531,706
Bituminous coal and coke, . . 14,730,188	Merchandise and manufactures, 2,360,668
Petroleum and other oils, . . . 686,173	Live stock, 348,974
Pig iron, 911,701	Lumber, 1,632,731
Railroad iron, 361,192	Other articles, 743,796
Other iron or castings, 1,492,359	
Iron and other ores, 1,262,262	Total, 34,569,086
Stone and lime, 2,196,606	

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal and local freight and coal,6337 cents.
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EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888, . .	16,135	5,695,655	\$127,536 79	1,264,098	16,212,028	\$307,005 37	1,280,233	21,907,683	\$494,542 16
February, 1888, . .	15,851	5,595,403	127,871 56	1,259,232	16,105,096	367,203 36	1,265,083	21,700,499	495,074 92
March, 1888, . .	17,279	6,039,487	136,035 69	1,355,098	17,582,271	405,348 74	1,382,377	23,681,758	541,384 43
April, 1888, . .	19,172	6,767,716	147,705 68	1,408,471	19,143,788	447,971 33	1,427,643	25,911,504	595,677 01
May, 1888, . .	22,841	8,062,573	166,253 48	1,514,624	20,175,021	457,449 63	1,537,465	28,237,894	623,703 11
June, 1888, . .	22,965	8,113,705	168,468 88	1,516,084	21,529,365	458,271 06	1,539,069	29,643,070	626,739 94
July, 1888, . .	22,039	7,786,827	167,207 75	1,615,073	23,330,249	510,958 29	1,637,132	31,117,076	678,226 04
August, 1888, . .	21,339	8,238,667	173,030 53	1,645,803	24,308,251	543,353 29	1,669,142	32,546,918	716,383 82
September, 1888, . .	22,745	8,028,985	169,656 28	1,769,257	25,850,499	573,460 56	1,792,002	33,879,484	743,116 84
October, 1888, . .	23,369	8,249,257	176,354 31	1,572,581	20,873,134	476,655 89	1,595,950	29,122,451	652,990 20
November, 1888, . .	19,325	6,821,725	146,785 34	1,551,278	19,481,266	424,590 52	1,570,603	26,302,991	571,375 86
December, 1888, . .	17,359	6,127,727	132,713 68	1,548,924	20,901,758	457,297 79	1,566,283	27,029,485	590,011 47
Total,	242,459	85,588,027	\$1,839,659 97	18,022,123	245,492,786	\$5,489,565 83	18,264,582	331,080,813	\$7,329,225 80

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:
For through business, 2.149 cents; for local business, 2.236 cents; for total business, 2.214 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888, . .	161,014	58,604 712	\$387,524 14	2,311,656	260 497 413	\$1,735,098 96	2,472,670	319,102 125	\$2,122,623 10
February, 1888, . .	159,610	58,161 178	412,209 87	2,369,757	265,281 977	1,804,071 16	2,529,367	323,443 155	2,216,281 03
March, 1888, . .	186,314	67,960 067	472,602 83	2,417,833	270,500 410	1,853,807 25	2,601,147	338,521 077	2,326,410 08
April, 1888, . .	174,490	63,540 490	420,712 52	2,448,848	286,053 203	1,801,922 59	2,623,338	349,633,693	2,230,635 11
May, 1888, . .	169,894	61,849 972	347,701 78	2,728,640	313,689,833	2,086,883 79	2,898,474	375,539,805	2,434,585 57
June, 1888, . .	164,755	59,923,780	353,208 23	2,689,304	265,234 936	2,075,349 08	2,854,050	355,158 716	2,428,557 31
July, 1888, . .	173,745	63,123 211	339,771 26	2,642 108	286,499 300	1,819,069 94	2,815,553	349,622,511	2,159,741 20
August, 1888, . .	198,992	72,268 446	392,159 51	2,856,382	302,777 625	1,962,275 55	3,065,374	375,016 071	2,351,435 06
September, 1888, . .	191,468	60,152 123	394,353 00	2,845,538	302,780 557	1,956,224 29	3,037,096	372,282 680	2,349,560 88
October, 1888, . .	216,841	78,742 080	457,627 51	3,131,155	326,921 813	1,926,124 29	3,347,996	405,663,893	2,383,751 80
November, 1888, . .	202,513	73,458 312	405,486 34	3,003,147	319,233,655	1,901,681 04	3,205,660	392,751 967	2,307,167 88
December, 1888, . .	240,706	87,448 948	456,313 18	2,884,436	320,242 637	1,887,481 80	3,125,142	407,691,585	2,343,194 98
Total,	2,240,282	814,533,919	\$4,839,670 17	32,328,804	3,549,873,359	\$22,817,873 33	34,569,086	4,364,407,278	\$27,657,543 50

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888,	\$44,866 70	\$42,938 84	\$41,500 72	\$129,306 26
February, 1888,	44,868 62	41,282 21	47,035 45	133,186 28
March, 1888,	40,926 06	44,475 53	40,742 52	126,144 11
April, 1888,	44,801 73	44,808 92	44,504 31	134,114 96
May, 1888,	45,373 17	47,363 56	60,797 88	153,534 61
June, 1888,	44,570 33	43,092 88	67,675 08	155,338 29
July, 1888,	45,119 13	37,162 00	49,080 69	131,361 82
August, 1888,	45,119 13	42,087 37	45,358 44	132,564 94
September, 1888,	45,107 39	45,171 99	68,811 37	159,090 75
October, 1888,	42,072 23	53,803 54	48,965 44	144,841 21
November, 1888,	45,119 13	56,135 08	47,848 78	149,102 99
December, 1888,	45,111 46	71,675 78	46,041 08	162,828 32
Total,	\$533,055 08	\$569,997 70	\$608,361 76	\$1,711,414 54

RECAPITULATION.

Total passenger earnings for the year,	\$7,329,225 80
Total freight earnings for the year,	27,657,543 50
Total earnings from all other sources,	1,711,414 54
Total earnings for the year,	\$36,698,183 84

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Extension or alteration of road,	\$621,159 10
Land or land damages,	538,374 55
Passenger and freight houses,	24,046 00
New locomotives, number of, 96,	698,000 00
New passenger cars, number of, 30,	148,000 00
New freight cars, 8-wheel, number of, 2,500,	717,500 00
New shops (machine and car) and engine houses,	33,400 91
Total,	\$2,780,480 56
Credit by proceeds from sale of real estate,	333,683 72
Total,	\$2,446,796 84

EXPENDITURES FOR OPERATING DURING THE YEAR.
CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$58,544 19	\$25,748 10	\$84,292 29
Agents,	98,051 55	157,024 10	255,075 65
Baggage masters,	138,707 35	.. . . .	138,707 35
Brakemen,	163,218 99	1,375,340 07	1,538,559 06
Cars, cleaning,	62,964 70	1,342 22	64,306 92
Car furniture and fixtures,	11,148 93	15,961 63	27,110 56
Car service,	20,115 00	1,038,255 04	1,058,370 04
Clerks,	124,465 92	582,087 88	706,553 80
Conductors and train agents,	184,130 55	543,807 53	727,938 08
Dispatchers,	43,695 54	168,322 41	212,017 95
Docks, dredging and cleaning, . . . . .	.. . . .	45,354 24	45,354 24
Expenses of grain elevators, . . . . .	.. . . .	1,235 39	1,235 39
Expenses of stations, except labor,	41,902 51	35,291 36	77,193 87
Foreign agencies,	85,995 08	5,230 37	91,225 45
Heating cars,	54,854 06	11,448 78	66,302 84
Heating stations,	26,490 34	25,440 23	51,930 57
Incidentals,	110,639 38	203,587 68	314,227 06
Insurance,	18,969 73	49,033 34	68,003 07
Labor at stations,	51,591 20	590,103 62	641,694 82
Legal expenses,	17,005 83	30,676 27	47,682 10
Lighting cars,	61,631 58	553 37	62,184 95

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Lighting stations,	\$42,554 12	\$46,058 88	\$88,613 00
Loss and damage,	33,477 40	128,982 96	162,460 36
Mail expenses,	17,526 94		17,526 94
Oil for lamps,	8,824 31	23,675 72	32,500 03
Stationery and printing,	81,795 28	187,615 51	269,410 79
Stations, repairs of and furniture for,	211,055 44	177,228 86	388,284 30
Superintendents,	19,294 40	54,136 92	73,431 32
Switchmen,	31,984 71	97,527 68	129,512 42
Taxes on stations,	15,943 12	53,336 52	69,279 64
Taxes, State,	19,390 18	94,554 80	113,944 98
Teaming,	61 48	16,494 60	16,556 08
Telegraph expenses,	118,025 71	307,156 41	425,182 12
Watchmen,	34,392 53	98,086 67	132,479 20
Wharves and landings, repairs of,		30,711 43	30,711 43
Wrecks, clearing,	2,094 38	48,799 26	50,893 64
Pittsburgh transfer,		146,409 07	146,409 07
Tolls paid other corporations,	6,570 08	64,794 32	71,364 40
Total,	\$2,017,112 54	\$6,481,413 24	\$8,498,525 78
MOTIVE POWER.			
Enginemen and firemen,	\$381,510 96	\$1,326,998 28	\$1,708,509 24
Engine houses and machine shops, etc, re- pairs of,	33,692 30	93,781 42	127,473 72
Fuel for heating,	2,373 86	6,359 76	8,733 62
Fuel for locomotives,	337,620 15	1,339,542 09	1,677,162 24
Incidentals,	27,986 85	65,312 95	93,299 80
Laborers,	103,306 17	295,361 13	398,667 30
Locomotive furniture and fixtures,	14,377 43	38,597 32	52,974 75
Locomotives, repairs of,	343,900 99	1,289,141 30	1,633,042 29
Oil for locomotives,	16,661 50	36,726 91	53,388 41
Sand for locomotives,	10,667 88	28,788 86	39,456 74
Stationery and printing,	4,903 54	14,185 76	19,089 30
Tallow for locomotives,	7,982 93	40,820 52	48,803 45
Taxes on engine houses and shops,	12,987 41	36,034 22	49,021 63
Tools and machinery, repairs of,	18,086 88	64,741 62	82,828 50
Waste for locomotives,	10,558 62	25,103 53	35,662 15
Watchmen,	8,848 62	26,999 61	35,848 23
Water, wood and coal stations, expenses and repairs of,	88,851 56	236,993 32	325,844 88
Total,	\$1,424,317 65	\$4,965,488 60	\$6,389,806 25
MAINTENANCE OF WAY.			
Ballast,			\$198,562 96
Bridges, repairs of,			683,670 60
Cars, repairs of (in M. of W. service),			40,574 83
Clerks,			21,082 58
Cross-ties,			490,839 16
Expenses on property,			87,103 63
Foremen, tool and watch-houses, repairs of,			15,243 98
Frogs,			42,491 87
Incidentals,			20,720 63
Oil, tallow, waste, etc.,			6,559 76
Rails, iron,			7,777 92
Rails, steel,			289,056 93
Road-bed, repairs of, labor and material,			671,100 63
Snow and ice, removing,			96,611 13
Spikes,			43,428 24
Splices,			110,876 60
Stationery and printing,			6,468 25
Superintendents and supervisors,			67,124 61
Switches,			138,238 17
Taxes on real estate for road,			94,165 22
Telegraph, repairs of,			65,827 20
Tools and repairs of tools,			54,809 94
Track, repairing,			1,022,160 44
Watchmen,			165,092 98
Total,	\$1,237,325 71	\$3,202,262 55	\$4,439,588 26

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MAINTENANCE OF CARS.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Car shops and sheds, repairs of,	\$20,301 45	\$60,677 72	\$80,979 17
Cars, repairs of freight,		2,482,993 75	2,482,993 75
Cars, repairs of passenger, baggage, express and postal,	563,200 97		563,200 97
Fuel for heating,	1,129 75	2,974 65	4,104 40
Incidentals,	2,297 86	7,113 23	9,411 09
Insurance,	16,816 40	46,230 92	63,047 32
Laborers,	27,526 66	84,764 00	112,290 66
Oil, tallow, waste, etc.,	27,474 03	81,991 61	112,465 64
Tools and repairs of tools,	14,728 34	49,866 28	64,594 62
Watchmen,	5,136 55	16,805 28	21,941 83
Total,	\$678,612 01	\$2,836,417 44	\$3,515,029 45
GENERAL EXPENSES.			
Advertising,			\$14,501 78
Attendants,			34,481 79
Clerks,			296,747 91
Fuel and light,			13,754 52
Incidentals and legal expenses,			16,297 77
Office expenses, repairs and furniture,			78,123 36
Salaries of president and other officers,			199,649 19
Stationery and blanks,			20,684 96
Taxes on real estate,			9,387 83
Total,	\$203,488 17	\$480,140 94	\$683,629 11

EXPENSES—SUMMARY.

Passenger transportation, local, \$5,489,565.83; through, \$1,839,659.97; total,	\$7,329,225 80
Freight transportation, local, \$22,817,873.33; through, \$4,839,670.17; total,	27,657,543 50
Mail service, \$533,055.08; express service, \$569,997.70; total,	1,103,052 78
Miscellaneous,	608,361 76
Total,	\$36,698,183 84

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$2,017,112 54	\$6,481,413 24	\$8,498,525 78
Motive power,	1,424,317 65	4,965,488 60	6,389,806 25
Maintenance of way,	1,237,325 71	3,202,262 55	4,439,588 26
Maintenance of cars,	678,612 01	2,836,417 44	3,515,029 45
General expenses,	203,488 17	480,140 94	683,629 11
Total operating expenses,	\$5,560,856 08	\$17,965,722 77	\$23,526,578 85

Earnings,	\$36,698,183 84
Expenses,	23,526,578 85
Net earnings,	13,171,604 99

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : Adams ; railroad company furnishes cars and motive power, for which express company pays a percentage of its gross receipts.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : None other than those owned or controlled by the Pennsylvania Railroad Company.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run and the charges made in addition to regular passenger rates : Pullman's parlor and sleeping cars are run over our main line ; the Pullman Company collects its fare from the passengers.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service : A rate per mile per annum regulated by Government, according to weight.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original company declared during the year : May, 6 months, $2\frac{1}{2}$ per cent. on \$106,545,400.00 ; November, 6 months, $2\frac{1}{2}$ per cent. on \$106,545,400.00.

Paid in dividends, cash,	\$5,327,270 00
Paid to sinking fund,	324,800 00
Balance for the year, or surplus. Impossible to state at present.	
Surplus at commencement of the year,	17,608.947 52
Surplus invested as follows :	
Material, fuel and stores,	4,234,371 28

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		32	2	42	2	74
Employes,	10	178	71	1,347	81	1,525
Others,		1	175	297	175	298
Total,	10	211	248	1,686	258	1,897

PENNSYLVANIA COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
George B. Roberts,	President,	Philadelphia, Pa.
I. N. McCullough,	First Vice President, . . .	Pittsburgh, Pa.
William Thaw,	Second Vice President, . . .	Pittsburgh, Pa.
Thomas D. Messler,	Third Vice President and Comptroller.	Pittsburgh, Pa.
James McCrea,	Fourth Vice President and General Manager.	Pittsburgh, Pa.
S. B. Liggett,	Secretary,	Pittsburgh, Pa.
John W. Renner, ¹	Assistant Comptroller, . . .	Pittsburgh, Pa.
John E. Davidson,	Treasurer,	Pittsburgh, Pa.
Albert McClevey,	Auditor freight receipts, . .	Pittsburgh, Pa.
J. P. Farley,	Auditor passenger receipts, .	Pittsburgh, Pa.
James Instan,	Auditor disbursements, . .	Pittsburgh, Pa.
J. T. Brooks,	General Counsel,	Pittsburgh, Pa.
Felician Slataper,	Chief Engineer,	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
George B. Roberts, . . .	Philadelphia, Pa.	Henry D. Welsh, . . .	Philadelphia, Pa.
I. N. McCullough, . . .	Pittsburgh, Pa.	J. N. DuBarry,	Philadelphia, Pa.
William Thaw,	Pittsburgh, Pa.	Amos Little,	Philadelphia, Pa.
Thomas D. Messler, . . .	Pittsburgh, Pa.	John P. Green,	Philadelphia, Pa.
Henry H. Houston, . . .	Philadelphia, Pa.	William H. Barnes, . .	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.	James McCrea,	Pittsburgh, Pa.
Frank Thomas,	Philadelphia, Pa.		

Date of annual meeting for election of directors, first Tuesday in June.

GENERAL INFORMATION.

The general offices of the company are located at corner Penn avenue and Tenth street, Pittsburgh, Pa.

For information concerning this report, address Thomas D. Messler, Third Vice President and Comptroller.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Pennsylvania Company chartered by the Legislature of Pennsylvania April 7, 1870.

CAPITAL STOCK.

Amount authorized by law, with privilege of increase,	\$100,000 00
Amount authorized by votes of company,	20,000,000 00
Amount subscribed,	20,000,000 00
Amount now paid in, common,	20,000,000 00
Number of shares issued,	400,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due July 1, 1921; bear interest at $4\frac{1}{2}$ per cent., which is payable January and July 1), amount,	\$16,967,000 00
Bonds (due July 1, 1907; bear interest at 6 per cent., which is payable January, April, July and October), amount,	1,879,000 00
Total amount of funded debt,	<u>\$18,846,000 00</u>

UNFUNDED DEBT.

Funded debt as per last report,	\$16,499,000 00
Unfunded debt as per last report,	<u>\$16,499,000 00</u>

DECEMBER 31, 1888.

Assets:

Bills receivable,	\$240,855 35	
Due by leased roads for betterments,	713,059 62	
Due by other companies,	3,822,150 22	
Due by station agents,	501,343 69	
Miscellaneous,	562,029 23	
Cash,	<u>941,490 08</u>	\$6,780,928 15

Liabilities:

Due lessor companies for supplies,	\$831,831 58	
Due other companies,	877,845 60	
Due for current expenditures in operated leased roads,	1,446,460 03	
Miscellaneous liabilities,	915,618 40	
Due for uncollected interest on bonded debt,	<u>437,268 00</u>	4,509,023 61
Net assets,		<u>\$2,271,904 58</u>

CHARACTERISTICS OF ROAD.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	44	\$10,239 48
Total passenger cars,	47	3,729 10
Baggage, mail and express cars,		1,283 33
Caboose,	15	557 27
Total freight cars,	<u>13,552</u>	<u>558 56</u>

EARNINGS FOR THE YEAR.

FROM ALL SOURCES.

January, 1888,	\$253,559 29
February, 1888,	82,313 05
March, 1888,	145,546 08
April, 1888,	215,545 48
May, 1888,	104,003 00
June, 1888,	70,755 32
July, 1888,	220,336 76
August, 1888,	100,685 83
September, 1888,	127,773 38
October, 1888,	138,140 65
November, 1888,	49,128 03
December, 1888,	<u>447,952 75</u>
Total,	<u>\$1,955,739 62</u>

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Real estate,	\$390,683 63
New locomotives,	30,000 00
New passenger cars,	67,280 00
New freight cars, 8-wheel (this includes new trust cars, one-half annual installment paid on account),	87,515 10

EARNINGS—SUMMARY.

Miscellaneous, all other sources of income, \$1,955,739.62, (these earnings are exclusive of the profits and losses in operating leased roads, which are included in the reports of this company relating to the operations of such roads); total expenses, \$325,159.64; net earnings, \$1,630,579.98.

STOCK AND DIVIDENDS.

Paid to sinking fund, 6 per cent. bonds, \$161,345.70; $4\frac{1}{2}$ per cent. bonds, \$23,985.00; bonds of leased roads, \$252,687.00; total, \$438,017 70

This company owns no roads; operated roads reported separately.

PENN GAS COAL COMPANY'S RAILROAD.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
F. A. Dingee,	President,	Philadelphia.
H. A. Stiles,	Vice President,	Philadelphia.
A. K. Gregory,	Secretary and Treasurer,	Philadelphia.
John F. Wolf,	Chief Engineer and General Supt.,	Irwin Station, Pa.
Albert Ford,	Assistant Superintendent,	Irwin Station, Pa.

GENERAL INFORMATION.

Name of road: Penn Gas Coal Company's Youghiogheny Railroad.

By whom operated: Penn Gas Coal Company.

By what authority: The act of Assembly incorporating the Penn Gas Coal Company, approved March 4, 1861, and its several supplements.

The general offices of the company are located at No. 209 South Third street, Philadelphia.

For information concerning this report, address No. 209 South Third street, Philadelphia.

How are the passenger cars on your road heated, lighted and ventilated? Heated by stoves and lighted by oil lamps.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The act of Assembly incorporating the Penn Gas Coal Company, approved March 4, 1861, and its several supplements. Shortly after incorporation the company was organized for the purposes of its charter and has continued since its organization to actively carry on its business. Its railroad was built in the year 1874 upon its own property for the purpose of connecting and developing the same.

COST.

Cost of roads owned to December 31, 1887,	\$347,148 62
Total cost of roads owned to date,	347,148 62
Average of same per mile of road laid,	35,459 51
Average of same per mile of single track,	35,459 51
Cost of equipment owned to December 31, 1887,	30,738 62
Total cost of equipment owned,	30,738 62
Average cost of equipment per mile of road owned by the company,	3,139 79
Cost of road and equipment per mile (of road owned by company),	38,599 41
Total cost of roads and equipment,	377,887 24

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Irwin, Pennsylvania Railroad, to Sewickley, Baltimore and Ohio Railroad,	9.79 miles.
Length of second main track,	9.79 miles.

SUMMARY.

Length of main line, with siding to connect with Pennsylvania Railroad at Irwin station,	9.79 miles.
Length of sidings and other tracks not above enumerated,	5 miles.
Length of all tracks,	14.79 miles.

CHARACTERISTICS OF ROAD—CONTINUED.

GAUGE.	
Gauge of lines,	4 ft. 9 ins.

TRACK.	
Miles of track laid with steel rail on lines owned, leased and operated,	9.79
Weight of rail per yard, steel,	56 and 60 lbs.

TELEGRAPH LINES.	
Length of line in miles,	9.79
Number of miles of wire,	9.79

BRIDGES AND TRESTLES.	
Number of bridges and trestles on lines owned by the company, . .	3
Iron bridges, number of, 3; aggregate length,	285 feet.
Number of crossings of highways at grade, in this Commonwealth,	12

Statement of regulations governing employes in regard to these crossings: Usual precautions.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 2; freight, 2,	2	2
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	2	2
Number of tunnels on all lines owned by the company,	1	1
Aggregate length of tunnels,	635 ft.	635 ft.

Material of foundation upon which track is laid: Stone ballast and white oak cross-ties.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	2	\$10,000 00
Passenger cars, first-class,	2	3,202 31
Total passenger cars,	2	1,078 00
Baggage, mail and express cars,	3	500 00
Cars, roadway department, 8-wheel,	2	50 00
Hand cars and hand trucks,	2	50 00

Train brake in use: Westinghouse air brakes.	
Average number of cars in passenger trains, including mail, express and baggage cars,	2
Average number of cars in freight trains,	11

EMPLOYES.	
Average number of persons regularly employed by company, including officials,	13
Same in Pennsylvania,	13

DOINGS OF THE YEAR.	
TRANSPORTATION AND TOTAL MILES RUN.	
Number of miles run by passenger trains,	12,000
Number of miles run by freight and coal trains, estimated,	15,000
Total number of miles run,	27,000
Number of passengers carried one mile in Pennsylvania,	137,500

DOINGS OF THE YEAR—CONTINUED.

Net cost per mile for each passenger carried. Not separated.

Number of tons of 2,000 pounds of through freight for the year on main road,

250

Number of tons of 2,000 pounds of local freight for the year,

2,300

Number of tons of freight carried one mile,

1,435,600

Number of tons of freight carried one mile in Pennsylvania,

1,435,600

Gross amount of tonnage for the year (2,000 pounds per ton),

148,550

Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),

20

Average rate of speed adopted by freight trains, including stops (miles per hour),

15

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal and coke,

146,000

Merchandise and manufactures,

1,500

Lumber,

1,050

Total,

148,550

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For local freight, per ton per mile,

35 cents.

For local coal, per ton per mile. No coal carried by the company s.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	AMOUNT.
January, 1888,	1,139	\$268 56
February, 1888,	1,315	326 87
March, 1888,	1,489	373 49
April, 1888,	1,345	331 66
May, 1888,	1,554	425 58
June, 1888,	1,349	343 58
July, 1888,	1,827	453 77
August, 1888,	1,571	414 12
September, 1888,	3,250	736 15
October, 1888,	1,399	361 75
November, 1888,	1,412	378 86
December, 1888,	1,733	411 95
Total,	19,383	\$4,826 34

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers, 3½ cents.

For first-class way passengers, 3½ cents.

FROM TRANSPORTATION OF FREIGHT.

January, 1888,	\$1,057 53
February, 1888,	904 27
March, 1888,	1,095 26
April, 1888,	1,039 07
May, 1888,	650 50
June, 1888,	761 32
July, 1888,	757 48
August, 1888,	853 02
September, 1888,	954 38
October, 1888,	1,051 11
November, 1888,	1,191 61
December, 1888,	1,052 55
Total,	\$11,368 10

EARNINGS FOR THE YEAR—CONTINUED.

From all other sources, mails,	\$362 32
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RECAPITULATION.

Total passenger earnings for the year,	\$4,826 34
Total freight earnings for the year,	11,368 10
Total earnings from all other sources, mails,	362 32
Total earnings for the year,	<u>\$16,556 76</u>

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Agents,	\$420 00
Brakemen,	1,707 04
Clerks,	240 00
Conductors and train agents,	900 00
Heating stations,	20 00
Incidentals,	197 25
Stationery and printing,	45 40
Total,	<u>\$3,529 69</u>

MOTIVE POWER.

Enginemen and firemen, passenger and freight,	\$1,647 70
Engine houses and machine shops, etc., repairs of,	70 15
Fuel for locomotives, at \$1.00 per ton,	1,189 00
Incidentals, washing out boiler,	32 50
Locomotive furniture and fixtures, air pump,	80 00
Locomotives, repairs of,	200 00
Oil for locomotives,	56 97
Sand for locomotives,	43 59
Tallow for locomotives,	22 05
Waste for locomotives,	44 79
Watchmen,	600 00
Total,	<u>\$3,986 75</u>

MAINTENANCE OF WAY.

Bridges, repairs of, account of flood,	\$1,039 56
Clerks,	240 00
Cross-ties,	3,034 49
Rails, steel,	1,924 03
Road-bed, repairs of, labor and material, account of flood,	1,529 35
Spikes,	71 90
Splices,	163 17
Track, repairing,	7,289 52
Total,	<u>\$15,292 02</u>

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$4,826 34
Freight transportation, local and through,	11,368 10
Mail service,	362 32
Total,	<u>\$16,556 76</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$3,529 69
Motive power,	3,986 75
Maintenance of way,	15,292 02
Total operating expenses,	\$22,808 46
Total expenditures during the year,	22,808 46
Earnings per mile of road operated,	\$1,691 19
Expenses per mile of road operated,	2,329 77
Deficit,	638 58

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service: \$362.32 for one year.

PENNSYLVANIA AND NEW YORK CANAL AND RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Elisha P. Wilbur,	President,	South Bethlehem, Pa.
Charles Hartshorne,	Vice President,	Philadelphia, Pa.
Robert H. Sayre,	Second Vice President,	South Bethlehem, Pa.
John B. Garrett,	Third Vice President,	Philadelphia, Pa.
John R. Fanshawe,	Secretary,	Philadelphia, Pa.
William C. Alderson,	Treasurer,	Philadelphia, Pa.
Isaac McQuilkin,	Comptroller,	Philadelphia, Pa.
Henry S. Drinker,	General Solicitor,	Philadelphia, Pa.
A. W. Stedman,	Chief Engineer,	Mauch Chunk, Pa.
William Stevenson,	General Superintendent,	Sayre, Pa.
H. D. Titus,	Division Superintendent,	Auburn, N. Y.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Charles Hartshorne,	Philadelphia, Pa.	Howard Elmer,	Waverly, N. Y.
Robert H. Sayre,	South Bethlehem, Pa.	William Stevenson,	Sayre, Pa.
Victor E. Piollet,	Wysox, Pa.	John B. Garrett,	Philadelphia, Pa.
William H. Sayre,	South Bethlehem, Pa.	Robert A. Lamberton,	South Bethlehem, Pa.
Robert Lockhart,	Bethlehem, Pa.	William Brockie,	Philadelphia, Pa.
James I. Blakslee,	Mauch Chunk, Pa.	Albert Lewis,	Bear Creek, Pa.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : Pennsylvania and New York Canal and Railroad.

By whom operated : Pennsylvania and New York Canal and Railroad Company, except 9.53 miles leased to the Lehigh Valley Railroad Company.

The general offices of the company are located at 228 South Third street, Philadelphia.

For information concerning this report, address John R. Fanshawe, Secretary 228 South Third street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

"North Branch Canal Company," May 15, 1858. Changed to "Pennsylvania and New York Canal and Railroad Company," March 20, 1865.

CAPITAL STOCK.

Amount authorized by law : Unlimited.

Amount authorized by votes of company, preferred,	\$4,000,000 00
Amount authorized by votes of company, common,	1,061,700 00
Amount subscribed,	5,061,700 00
Amount now paid in, common,	1,061,700 00

Amount now paid in, preferred,	4,000,000 00
Number of shares issued, common,	21,234
Number of shares issued, preferred,	40,000
Amount paid in on each share, common,	50 00
Amount paid in on each share, preferred,	100 00
Par value of each share, common,	50 00
Par value of each share, preferred,	100 00

DEBT.

FUNDED DEBT.

Fifteen hundred bonds (due 1896; bear interest at 7 per cent., which is payable June and December), amount,	\$1,500,000 00
Fifteen hundred bonds (due 1906; bear interest at 7 per cent., which is payable June and December), amount,	1,500,000 00
Two bonds North Branch Canal Company, bear no interest (overdue),	2,000 00
Total amount of funded debt,	\$3,002,000 00

COST.

Total cost of roads owned to date, November 30, 1888,	\$8,460,474 10
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CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Wilkes-Barre, Pa., to New York State Line,	104.30	104.30
Length of second main track,	99.84	99.84
BRANCHES.		
Geneva, Ithaca and Sayre Railroad Connection branch, from Sayre to New York State Line,	Length of road,	1.43
	Length of single track,	1.43
Southern Central Railroad Connection branch, from Sayre to New York State Line,	Length of road,	2.12
	Length of single track,	2.12
Barclay Railroad Connection branch in Towanda,	Length of road,	1.52
	Length of single track,	1.52
Pleasant Valley branch,	Length of road,	4.20
	Length of single track,	4.20
West Pittston branch,	Length of road,	7.47
	Length of single track,	7.47
New York, Lackawanna and Western Railroad Connection branch,	Length of road,	0.27
	Length of single track,	0.27
Short branches to coal breakers branch,	Length of road,	9.38
	Length of single track,	9.38
LEASED ROADS.		
State Line and Sullivan Railroad, from Monrocton, Pa., to Bernice, Pa.,	Length of road,	24.00
	Length of single track,	24.00
Waverly and State Line Railroad, from New York State Line to connection with N. Y., L. E. & W.,	Length of road,	0.40
	Length of double track,	0.40
SUMMARY.		
Length of main line,	104.30	104.30
Length of branches owned by the company,	26.79	26.30
Length of leased roads,	24.00	24.00
Total length of all roads owned, leased and operated,	155.09	154.60
Length of second track,	100.24	99.84
Length of sidings and other tracks not above enumerated,	104.98	99.40
Length of all tracks,	360.31	353.90

GAUGE.

Gauge of lines,	4 ft. 8½ in
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CHARACTERISTICS OF ROAD—CONTINUED.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	305.81	302.34
Miles of track laid with iron rail on lines owned, leased or operated, .	54.50	51.63
	360.31	353.97
Weight of rail per yard, { Steel, 58, 67 and 76 lbs.		
	{ Iron,	58 lbs.
TELEGRAPH LINES.		
Length of lines in miles,		143 $\frac{1}{2}$
Number of miles of wire,		335 $\frac{1}{2}$
BRIDGES AND TRESTLES.		
Number of bridges and trestles on lines owned by the company, . .		36
Wooden bridges, number of, 1; length,	112 feet.	
Stone bridges, number of, 5; aggregate length,	163.7 feet.	
Iron bridges, number of, 30; aggregate length,	5,706.6 feet.	
Total length of bridges and trestles,	5,982.1 feet.	

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth :
 Delaware, Lackawanna and Western Railroad, at Lackawanna and Bloomsburg Junction, Pa. ; Delaware and Hudson Railroad, at near Wilkes-Barre, Pa.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth : New York, Lackawanna and Western (over) Railroad, at Waverly ; Delaware, Lackawanna and Western (Lackawanna and Bloomsburg division) over railroad, at Wyoming Junction.

Number of crossings of highways at grade, in this Commonwealth,	86
Number of crossings of highways over railroad,	6
Number of crossings of highways under railroad,	1
Number of crossings at which gates or flagmen are maintained,	5
Number of crossings at which there are neither gates nor flagmen,	81

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 6; freight, 5; total,	11	9
Number of stations on main line, passenger and freight,	19	19
Number of stations on leased roads, passenger and freight,	5	5
Number of engine houses and shops owned by the company,	7	7
Number of fuel and water stations on main line,	14	14
Number of fuel and water stations on leased roads,	3	3
Number of tunnels on all lines owned by the company,	1	1
Aggregate length of tunnels, feet,	3,902	3,902

Material of foundation upon which track is laid : Oak and chestnut ties, stone and gravel ballast.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	109	\$11,163 00
Baggage, mail and express cars,	1	1,000 00
Cars, roadway department, 8-wheel,	63	312 00
Cars, roadway department, 4-wheel,	88	136 00
Hand cars and hand trucks,	78	40 00
Caboose cars, 8-wheel,	12	914 00
Caboose cars, 4-wheel,	47	600 00

Train brake in use : Westinghouse automatic air brake.

CHARACTERISTICS OF ROAD—CONTINUED.

Average number of cars in passenger trains, including mail, express and baggage cars,	5
Average number of cars in freight trains,	40
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	118
Average weight of freight trains, including locomotive and tender, in working order, in tons,	706

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	2,493
Same in Pennsylvania,	1,813

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	354,095
Number of miles run by freight and coal trains, freight, 392,905; coal, 433,402; total,	826,307
Total number of miles run,	1,180,402
Number of passengers carried one mile in Pennsylvania,	11,731,847
Net cost per mile for each passenger carried,	2 $\frac{38}{100}$ cents.
Number of tons of 2,000 pounds of freight and coal for the year on main road,	3,884,312.03
Number of tons of 2,000 pounds of local freight for the year (not separated),	
Number of tons of freight and coal carried one mile,	321,311,617.89
Gross amount of tonnage for the year (2,000 pounds per ton),	3,884,312.03
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	25
Average rate of speed adopted by express trains, including stops, (miles per hour),	30
Average rate of speed adopted by freight trains, including stops (miles per hour),	12 to 15

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	2,332,164.86	Stone and lime,	22,691.97
Bituminous coal and coke,	146,866.03	Live stock,	21,122.91
Petroleum and other oils,	78,903.69	Lumber,	104,159.64
Pig iron,	6,800.51	Other articles,	1,109,943.35
Railroad iron,	7,285.38		
Iron and other ores,	54,373.69	Total,	3,884,312.03

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight per ton per mile,	0.69 cent.
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

December, 1887,	\$19,032 49
January, 1888,	34,360 75
February, 1888,	17,749 92
March, 1888,	22,321 93
April, 1888,	12,210 75
May, 1888,	20,907 45
June, 1888,	21,752 34
July, 1888,	30,130 88
August, 1888,	25,157 69
September, 1888,	32,352 13
October, 1888,	25,255 94
November, 1888,	23,669 06
Total,	\$284,901 33

EARNINGS FOR THE YEAR—CONTINUED.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	COAL.	FREIGHT.	TOTAL.
December, 1887,	\$122,886 05	\$68,904 33	\$191,790 38
January, 1888,	87,616 39	76,623 20	164,239 59
February, 1888,	82,895 44	82,740 25	165,635 69
March, 1888,	132,922 77	79,838 61	212,761 38
April, 1888,	104,831 46	68,739 82	173,571 28
May, 1888,	115,381 11	68,097 29	183,478 40
June, 1888,	141,138 53	75,598 35	216,736 88
July, 1888,	152,365 05	68,785 88	221,150 93
August, 1888,	186,662 55	77,984 54	264,647 09
September, 1888,	177,174 16	78,434 56	255,608 72
October, 1888,	201,180 89	94,504 60	295,685 49
November, 1888,	136,942 81	74,527 98	211,470 79
Total,	\$1,641,997 21	\$914,779 41	\$2,556,776 62

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
December, 1887,				
January, 1888,				
February, 1888,				
March, 1888,				
April, 1888,				
May, 1888,				
June, 1888,				
July, 1888,				
August, 1888,				
September, 1888,				
October, 1888,				
November, 1888,				
Total,	\$11,173 56	\$16,646 41	\$83,049 70	\$110,869 67

RECAPITULATIOV.

Total passenger earnings for the year,	\$284,901 33
Total freight earnings for the year,	2,556,776 62
Total earnings from all other sources,	110,869 67
Total receipts from all sources on whole length of line,	\$2,952,547 62

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$3,773 67		\$3,773 67
Agents and clerks,	16,186 54	\$89,145 78	105,332 32
Conductors and crews,	34,619 88	158,380 06	192,999 94
Incidentals,	2,555 46	7,995 12	10,550 58
Loss and damage,			14,235 21
Rentals and sundries,			50,847 75
Stationery and printing,	3,000 49	6,545 93	9,546 42
Switching, terminal charges and line expenses,		161,368 64	161,368 64
Telegraph expenses and repairs,			22,203 31
Total,			570,857 84
MOTIVE POWER.			
Enginemen and firemen, passenger,	\$27,874 59		\$27,874 59
Enginemen and firemen, freight,		\$107,689 18	107,689 18
Fuel for locomotives,			229,399 36
Locomotives, repairs of,			228,903 00
Water,			6,188 40
Total,			\$600,054 53

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MAINTENANCE OF WAY.	PASSENGERS.	FREIGHT.	TOTAL.
Cross-ties,			\$65,872 69
Rails, steel,			195,632 14
Taxes on real estate for road,			18,800 67
Track, repairing, road-bed, buildings, bridges, etc.,			419,237 68
Total,			\$699,543 18
MAINTENANCE OF CARS.			
Cars, repairs of freight,		\$138,278 72	\$138,278 72
Cars, repairs of passenger, baggage, express and postal,	\$18,304 60		\$18,304 60
Total,			\$156,583 32
GENERAL EXPENSES.			
Incidentals and legal expenses,			\$7,330 67
Salaries of president and other officers and clerks,			32,738 26
Sundries,			40,913 19
Total,			\$80,982 12

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$284,901 33
Freight transportation, local and through,	2,556,776 62
Mail service, \$11,173.56 ; Express service, \$16,646.41 ; total,	27,819 97
Total,	\$2,952,547 62

EXPENSES—SUMMARY.

Conducting transportation,	\$570,857 84
Motive power,	600,054 53
Maintenance of way,	699,543 18
Maintenance of cars,	156,583 32
General expenses,	80,982 12
Total operating expenses,	\$2,108,020 99
Net earnings,	\$844,526 63

STOCK AND DIVIDENDS.

Paid in dividends, cash, \$320,000.00 for 1887, paid January 10, 1888 ; \$280,000.00 for 1888, paid November 13, 1888 ; total,	\$600,000 00
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ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,				2		2
Employees,			5	38	5	38
Others,			1	3	1	3
Total,			6	43	6	43

PENNSYLVANIA, POUGHKEEPSIE AND BOSTON RAIL- ROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
James W. Husted,	President,	Peekskill, N. Y.
Morris R. Bockins,	Secretary,	411 Walnut St., Phila.
Morris R. Bockins,	Treasurer,	411 Walnut St., Phila.
Morgan & Lewis,	General Solicitors,	411 Walnut St., Phila.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
James W. Husted, . . .	Peekskill, N. Y.	James Roosevelt, . . .	Hyde Park, N. Y.
George W. Murray, . . .	Goshen, N. Y.	Charles SooySmith, . . .	2 Nassau St., N. Y.
George W. Greene, . . .	Goshen, N. Y.	Rudolph T. McCute, . .	302 Walnut St., Phila
Frank C. Hollins, . . .	11 Wall St., N. Y.		

GENERAL INFORMATION.

Name of road : Pennsylvania, Poughkeepsie and Boston Railroad.

By whom operated : Not operated.

With what other companies consolidated : See note.

The general offices of the company are located at Drexel building, Philadelphia, Erie street and Pavonia Avenue, Jersey City, N. J., and 35 Broadway, N. Y.

For information concerning this report, address Morgan & Lewis, 411 Walnut street, Philadelphia.

How are the passenger cars on your road heated, lighted and ventilated? Not operated.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

NOTE.—The Pennsylvania, Poughkeepsie and Boston Railroad Company is a corporation organized under the laws of the States of Pennsylvania and New Jersey, regulating the reorganization of railroads sold under foreclosure proceedings, where such railroads are situate partly in Pennsylvania, and partly in another State. This railroad was formerly the Pennsylvania, Slatington and New England Railroad, whose line was situate partly in Pennsylvania and partly in New Jersey, and extending from Slatington, in the county of Lehigh, Pennsylvania, in a northeasterly direction to and through the county of Northampton, in said State, crossing the Delaware river near the Water Gap; thence through the counties of Warren and Sussex, in the State of New Jersey, to its terminus at or near Pine Island, in the State of New York, which railroad, with all its property and franchises of every description was sold to William W. Gibbs, at a master's sale in the town of Newton, Sussex county, New Jersey, on the 20th day of April, 1887, under decrees of foreclosure in the Circuit Court of the United States for the Eastern District of Pennsylvania, and the District of New Jersey, at the suit of the Metropolitan Trust Company of the city of New York against the Pennsylvania, Slatington and New England Railroad Company and others. At a meeting of the said purchasers, duly held

on the 5th day of September, 1887, in accordance with the laws of said States of Pennsylvania and New Jersey, returns whereof have been duly filed in the office of the secretaries of both of said States, the said railroad was reorganized under the name of the Pennsylvania, Poughkeepsie and Boston Railroad Company, with an authorized capital stock of \$1,750,000.00.

CAPITAL STOCK.

Amount authorized by law,	\$1,750,000 00
Amount authorized by votes of company,	1,750,000 00
Amount subscribed,	1,750,000 00
Par value of each share,	100 00

DEBT.

The company has authorized the issue of \$1,500,000.00 coupon bonds, payable at the end of fifty years, with interest at the rate of six per centum per annum, to be secured by first mortgage.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line (not complete),	72	31
SUMMARY.		
Length of main line,	72	31

GAUGE.

Gauge of lines, 4 ft. 8½ ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	15	11
Weight of rail per yard, steel,		56 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company : One unfinished across Delaware river.

CROSSINGS.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth : Delaware, Lackawanna and Western Railroad, at Portland, Pa., (over grade.)

PENNSYLVANIA SCHUYLKILL VALLEY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. N. DuBarry,	President,	Philadelphia.
Albert Hewson,	Secretary,	Philadelphia.
Taber Ashton,	Treasurer,	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. C. Bright,	Pottsville, Pa.	N. Parker Shortridge, .	Wynnewood, Pa.
Henry Eppihimer, . . .	Reading, Pa.	Edmund Smith,	Philadelphia.
John P. Green,	Philadelphia.	Heber S. Thompson, . .	Pottsville, Pa.
H. H. Houston,	Philadelphia.	Henry D. Welsh,	Philadelphia.
Wistar Morris,	Philadelphia.	Vacancy.	

Date of annual meeting for election of directors, second Tuesday in May.

GENERAL INFORMATION.

Name of road : The Pennsylvania-Schuylkill Valley Railroad.

By whom operated : Pennsylvania Railroad Company.

By what authority : Lease for fifty years, from December 1, 1885.

With what other companies consolidated : Philadelphia, Norristown and Phoenixville Railroad Company. 1. Phoenixville, Pottstown and Reading Railroad Company; Phoenixville and West Chester Railroad Company. 2. Reading and Pottsville Railroad Company. 3. Pottsville and Mahanoy Railroad Company.

Date of consolidation : 1. June 1, 1883. 2. October 29, 1885. 3. November 29, 1886.

The general offices of the company are located at 233 South Fourth street, Philadelphia.

For information concerning this report, address T. Ashton, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Pennsylvania-Schuylkill Valley Railroad Company was organized June 1, 1883, by consolidation and merger of the Philadelphia, Norristown and Phoenixville Railroad Company. 2. Phoenixville, Pottstown and Reading Railroad Company. 3. Phoenixville and West Chester Railroad Company. The Reading and Pottsville Railroad Company was merged into it October 29, 1885, and the Pottsville and Mahanoy Railroad Company November 29, 1886.

Its line was completed and opened for traffic as follows : From Frazer to Phoenixville, 10.65 miles, August 1, 1883 ; from Fifty-second street, Philadelphia, to Bala, 1.70 miles, April 1, 1884 ; from Bala to Manayunk, 2.20 miles, May 12, 1884 ; from Manayunk to Norristown, 9.50 miles, June 23, 1884 : from Norristown to Pottstown, 22.70 miles, September 22, 1884 ; from Pottstown to Reading, 18.20 miles, November 24, 1884 ; from Reading to Hamburg, 18.30 miles : December , 1885 ; from Hamburg to Pottsville, 18.00 miles, November 15, 1886 ; from Pottsville to New Boston, 10.84 miles, November 15, 1886.

CAPITAL STOCK.

Amount authorized by law,	\$10,000,000 00
Amount subscribed,	6,676,800 00
Amount now paid in, common,	6,676,800 00
Number of shares issued,	133,536
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due December 1, 1935; bear interest at 5 per cent., which is payable June 1 and December 1), amount,	\$6,600,000 00
Total amount of funded debt,	\$6,600,000 00

UNFUNDED DEBT.

Unfunded debt incurred for construction, equipment or purchase of property,	\$27 62
Debt incurred for any other purpose, and for what: Unpaid interest on bonds,	1,260,000 00
Total amount of unfunded debt,	\$1,260,027 62
Funded debt as per last report,	\$6,500,000 00
Unfunded debt as per last report,	935,022 32

COST.

Cost of roads owned to December 31, 1887,	\$13,002,222 32
Cost of additions for the year ending December 31, 1888,	273,805 30
Total cost of roads owned to date,	\$13,276,027 62

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Monticello street, West Philadelphia, to New Boston, Pa.,	101.30	101.30
Length of single main track,	72.90	72.90
Length of second main track,	28.40	28.40
Length of third main track,	1.82	1.82
BRANCHES.		
Phoenixville branch, from Phoenixville to Frazer,	10.65	10.65
Front Street branch, from Court street, Reading, to Sixth street, Reading,	9.31	9.31
Shenandoah branch, from Frackville to Shenandoah,	1.34	1.34
Morea branch, from Morea station to Morea breaker,	0.98	0.98
	0.98	0.98
	4.98	4.98
	4.98	4.98
	1.00	1.00
	1.00	1.00
SUMMARY.		
Length of main line,	101.30	101.30
Length of branches owned by the company,	17.61	17.61
Total length of all roads owned, leased and operated,	118.91	118.91
Length of second track,	29.74	29.74
Length of sidings and other tracks not above enumerated,	32.19	32.19
Length of all tracks,	180.84	180.84

GAUGE.

Gauge of lines,	4 ft. 9 ins.
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CHARACTERISTICS OF ROAD—CONTINUED.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	180.50	180.50
Miles of track laid with iron rail on lines owned, leased or operated, .	0.34	0.34

Weight of rail per yard, { Steel,	60 and 88 lbs.
{ Iron,	45 and 56 lbs.

TELEGRAPH LINES.

Length of lines in miles, 118.70; in Pennsylvania,	118.70
Number of miles of wire, 242.30; in Pennsylvania,	242.30

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	174
Wooden bridges, number of, 12; aggregate length,	626 feet.
Stone bridges, number of, 61; aggregate length,	1,158 feet.
Iron bridges, number of, 75; aggregate length,	1,801 feet.
Wooden trestles, number of, 26; aggregate length,	8,293 feet.
Total length of bridges and trestles,	11,878 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth : Perkiomen Railroad, at West of Betzwood ; Wilmington and Northern Railroad, at Birdsboro' ; Philadelphia and Reading Railroad, at Leesport.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth : Philadelphia and Reading Railroad, at Manayunk (under); Phil. adelphia, Germantown and Norristown Railroad, at Manayunk (under); Plymouth Railroad, at Conshohocken (under); Junction Railroad, at Norristown (under); Philadelphia and Reading Railroad, at Phoenixville (under); Wilmington and Northern Railroad, at Reading (under); Lebanon Valley Railroad, at Reading (over); Philadelphia and Reading Railroad, at Reading (under); Philadelphia and Philadelphia and Reading Railroad, at Hamburg (under); Philadelphia and Reading Railroad, at Auburn (under); Philadelphia and Reading Railroad, at Pottsville (under); Philadelphia and Reading Railroad, at St. Clair (under); Philadelphia and Reading Railroad, near Gilberton, Wiggan and Shenandoah (under); Chester Valley Railroad, at 1.8 miles northwest of Frazer (under); Pickering Valley Railroad, at Phoenixville (under).

Number of crossings of highways at grade, in this Commonwealth, .	144
Number of crossings of highways over railroad,	19
Number of crossings of highways under railroad,	63
Number of crossings at which gates or flagmen are maintained, . .	18
Number of crossings at which there are neither gates nor flagmen, .	126

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line : Passenger 30 ; freight, 27 ; total, .	52	52
Number of stations on branches : Passenger, 2 ; freight, 3 ; total, . .	4	4
Number of engine houses and shops owned by the company,	4	4
Number of fuel and water stations on main line,	16	16
Number of fuel and water stations on branches,	1	1
Number of tunnels on all lines owned by the company,	2	2
Aggregate length of tunnels,	1,563 ft.	1,563 ft.

CHARACTERISTICS OF ROAD—CONTINUED.

Material of foundation upon which track is laid : White oak ties, stone, slag cinder and coal dust ballast.

EXPENDITURES CHARGED TO COST OF ROAD. REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Extension or alteration of road, land or land damages,	\$263,805 30
Any other expenditures chargeable to this account,	10,000 00
Total,	<u>\$273,805 30</u>

PENNSYLVANIA AND WESTERN RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Robert H. Shannon,	President,	New York city.
Francis A. Marden,	Secretary,	New York city,
Cornelius Kiel, Jr.,	Treasurer,	Hoboken, N. J.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Robert H. Shannon, . .	New York city.	Moritz Hazenclever, . .	Jersey City, N. J.
Cornelius Kiel, . . .	Hoboken, N. J.	Herman Ludhaus, . . .	Hoboken, N. J.
Frederiek Strominger, .	New York city.	Arthur Kiel,	Hoboken, N. J.
Richard Meyer,	New Jersey.	Adolph F. Gartz, . . .	Asbury Park, N. J.
Francis A. Marden, . . .	New York city.		

GENERAL INFORMATION.

Name of road : Pennsylvania and Western Railroad.
By whom operated : Not completed.
The general offices of the company are located at city of New York.
For information concerning this report, address Cornelius Kiel, No. 74 Fulton street, city of New York.

CAPITAL STOCK.

Amount authorized by law, unlimited.
Amount authorized by votes of company, \$200,000 00
Amount subscribed, all.
Number of shares issued, 200
Amount paid in on each share, full paid.
Par value of each share, 50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due 1922; bear interest at 6 per cent., which is payable January 1 and July 1), amount, \$200,000 00

COST.

Cost of roads owned to December 31, 1887, \$200,000 00

PEOPLE'S RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING OCTOBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
T. A. Reilly,	President,	Pottsville, Pa.
Wm. D. Pollard,	Secretary and Treasurer, . .	Pottsville, Pa.
Wm. D. Pollard,	Superintendent, . . . . .	.....

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
T. A. Reilly,	Pottsville, Pa.	R. C. Luther,	Pottsville, Pa.
Wm. D. Baber,	Pottsville, Pa.	J. F. Whalen,	Pottsville, Pa.
Frank Carter,	Pottsville, Pa.		

Date of annual meeting for election of directors, first Tuesday in November.

GENERAL INFORMATION.

The general offices of the company are located at Pottsville, Pa.

For information concerning this report address Wm. D. Pollard, Secretary.

CAPITAL STOCK.

Amount authorized by law,	\$250,000 00
Amount authorized by votes of company,	250,000 00
Amount subscribed,	250,000 00
Amount now paid in,	100,000 00
Number of shares issued,	5,000
Amount paid in on each share,	20 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due May 1, 1892; bear interest at 6 per cent.) (no interest paid since November 1, 1877), amount,	\$15,000 00
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UNFUNDED DEBT.

Total amount of unfunded debt,	8,000 00
Total amount of funded and unfunded debt,	\$23,000 00

COST.

Cost of roads owned to December, 31, 1887;	\$88,141 34
Total cost of roads owned to date,	\$88,141 34
Total cost of equipment owned,	27,287 29
Total cost of roads and equipment,	115,428 63

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pottsville to Minersville,	4.61	4.61
SUMMARY.		
Length of main line,	4.61	4.61
GAUGE.		
Gauge of lines,	4 ft. 8½ ins.	
Weight of rail per yard, {	Steel,	60 lbs.
	Iron,	45 and 56 lbs.
BRIDGES AND TRESTLES.		
Number of bridges and trestles on lines owned by the company, . .	3	
Wooden bridges, number of, 3; aggregate length,	62 feet	
CROSSINGS.		
Railroads crossing at grade, lines owned by the company in this Commonwealth : Mine Hill and Schuylkill Haven Railroad, at 1 mile south of Minersville, Pa.		
Number of crossings of highways, at grade in Commonwealth, . . .	4	
Number of crossings of highways over railroad,	1	
Number of crossings at which gates or flagmen are maintained, . .	2	
EQUIPMENT.		
Locomotives,	1	
Total passenger cars,	8	
Freight cars, 4-wheel,	3	
EMPLOYES.		
Average number of persons regularly employed by company, in- cluding officials,	12	
EARNINGS FOR THE YEAR.		
From transportation of passengers,	\$12,223 56	
From transportation of freight,	829 73	
RECAPITULATION.		
Total passenger earnings for the year,	\$12,223 56	
Total freight earnings for the year,	829 73	
Total earnings for the year,	\$13,053 29	
EXPENDITURES FOR OPERATING DURING THE YEAR.		
CONDUCTING TRANSPORTATION.		
Taxes, State,	\$121 43	
Teaming,	339 80	
Total,	\$461 33	
MOTIVE POWER.		
Enginemen and firemen and passenger train hands,	\$2,012 34	
Fuel for locomotives.	840 10	
Locomotives, repairs of,	1,726 14	
Oil for locomotives,	75 84	
Water, wood and coal stations, expenses and repairs of,	50 00	
Total,	\$4,704 42	

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MAINTENANCE OF WAY.

Road-bed, repairs of, labor and material,	\$8,478 15
General expenses,	1,289 80

EARNINGS—SUMMARY.

Passenger transportation,	\$12,223 56
Freight transportation,	829 73
Total,	\$13,053 29

EXPENSES—SUMMARY.

Conducting transportation,	\$461 23
Motive power,	4,704 42
Maintenance of way,	8,478 15
General expenses,	1,289 80
Total operating expenses,	\$14,933 60
Deficit,	\$1,880 31

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$88,141 34
Equipment,	27,287 29
Real estate,	3,263 00
Horses,	300 00
Cash,	2,653 22
Profit and loss, deficit,	1,848 87
	\$123,493 72

LIABILITIES.

Capital stock,	\$100,000 00
Bonds,	15,000 00
Bills payable,	8,000 00
Accounts due,	493 72
	\$123,493 72

PERKIOMEN RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
James Boyd,	President,	Norristown, Pa.
Philip Super,	Secretary,	Pennsburg, Pa.
Howard Boyd,	Treasurer,	Norristown, Pa.
F. C. Boggs,	Auditor,	Norristown, Pa.
James Boyd,	General Solicitor,	Norristown, Pa.
George B. Boggs,	Chief Engineer and Comp- troller,	Norristown, Pa.
D. B. Clack,	General Agent,	Allentown, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
A. H. Seipt,	Skippack, Pa.	J. Morgan Casselberry,	Lower Providence, Pa.
Thomas B. Hillegass,	Red Hill, Pa.	John S. Rahn,	Perkiomenville, Pa.
Noah D. Frank,	Red Hill, Pa.	Charles F. Waage,	Pennsburg, Pa.
John Slingluff,	Norristown, Pa.	David H. Rudy,	Perkiomenville, Pa.
George Graber,	Pennsburg, Pa.	William H. Seipt,	Worcester, Pa.
Jonathan P. Hillegass,	Pennsburg, Pa.	Frank G. Stinson,	Norristown, Pa.

Date of annual meeting for election of directors, second Monday of January.

GENERAL INFORMATION.

Name of road : Perkiomen Railroad.

By whom operated : By the Perkiomen Railroad Company.

The general offices of the company are located at 318 Dekalb street, Norristown, Pa.

For information concerning this report, address the Chief Engineer and Comptroller.

How are the passenger cars on your road heated, lighted and ventilated? Heated by heaters underneath cars, and by stoves; lighted by gas and lamps; ventilated by ventilators in roofs and sides of cars.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Perkiomen Railroad Company was chartered March 23, 1865, under the laws of the State of Pennsylvania. The road was opened for business May 8, 1868, from Perkiomen Junction to Collegeville, and completed October 11, 1875, to the junction with the East Pennsylvania Railroad at Emaus, a distance of 38.5 miles. Leased from August 16, 1868, to May 14, 1879, to the Philadelphia and Reading Railroad Company. The track of the East Pennsylvania Railroad is used between Emaus Junction and Allentown.

CAPITAL STOCK.

Amount authorized by law (see note below),	\$50,000 00
Amount subscribed,	40,000 00
Amount now paid in, common,	38,040 00
Number of shares issued, full paid,	756
Amount paid in on each share,	50 00
Par value of each share,	50 00

NOTE—In pursuance of the act of March 23, 1865, the capital stock was fixed at the sum therein mentioned, viz: \$50,000.00 with the right to make the increase allowed by the said act. Such increase was allowed within a limit prescribed by former acts referred to in the act of March 23, 1865, viz: \$300,000.00. An increase of 16,000 shares was afterwards authorized by the stockholders, but the shares were to be issued for a specific purpose only. Twelve thousand shares were issued, but this issue and the subscription therefor were subsequently cancelled. The existing capital stock thus consists of the 1,000 shares authorized by act of March, 1865, and additional shares within the limit of 4,000 may be issued for the purpose for which the increase was authorized by the stockholders.

DEBT.

FUNDED DEBT.

First series bonds (due January 1, 1918; bear interest at 5 per cent., which is payable April, July, October and January), amount, . .	\$799,600 00
Second series bonds (due January 1, 1918; bear interest at 5 per cent., which is payable April, July, October and January), amount, . .	1,125,000 00
Total amount of funded debt,	\$1,924,600 00

UNFUNDED DEBT.

Liabilities incurred for construction, interest, etc., . .	\$927,950 10
Debt incurred for any other purpose and for what: . .	
For sinking fund bonds purchased and cancelled, . .	75,000 00
Total amount of liabilities,	1,002,950 10

Total amount of funded debt and liabilities,	\$2,927,550 10
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Funded debt as per last report,	\$1,924,600 00
Liabilities as per last report,	907,741 93

COST.

Cost of roads owned to November 30, 1887,	\$2,082,887 51
Cost of additions for the year ending November 30, 1888,	1,254 15
Total cost of roads owned to date,	2,084,141 66
Average of same per mile of road laid, including sidings, 47.93 miles,	43,483 03
Average of same per mile of main single track, 38.5 miles,	54,133 55
Proportion of same for Pennsylvania,	54,133 55
Cost of equipment owned to December 31, 1887,	4,257 03
Total cost of equipment owned,	4,257 03
Average cost of equipment per mile of road owned by the company,	110 57
Average cost of equipment per mile of road operated by company,	110 57
Proportion of same for Pennsylvania,	110 57
Cost of road and equipment per mile (of road owned by company), 38.5 miles,	54,244 12
Proportion of same for Pennsylvania,	54,244 12
Total cost of roads and equipment,	2,088,398 69
Proportion of same for Pennsylvania,	2,088,398 69

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line (single track), from Perkiomen Junction to Emaus Junction,	38.50	38.50
SUMMARY.		
Length of main line,	38.50	38.50
Length of sidings and other tracks not above enumerated,	9.43	9.43
Length of all tracks,	47.93	47.93

GAUGE.

Gauge of lines, 4 ft. 8½ ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	30.62	30.62
Miles of track laid with iron rail on lines owned, leased or operated, .	17.31	17.31

Weight of rail per yard, { Steel, 68 and 70 lbs.
 { Iron, 56 and 68 lbs.

TELEGRAPH LINES.

Telegraph line is owned by the Philadelphia, Reading and Pottsville Telegraph Company.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	30
Wooden bridges, number of, 14; aggregate length,	2,095 feet.
Iron bridges, number of, 8; aggregate length,	188 feet.
Wooden trestles, number of, 8; aggregate length,	3,065 feet.
Total length of bridges and trestles,	5,348 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth: Pennsylvania Schuylkill Valley Railroad, at about three-fourths of a mile south of Oaks.

Number of crossings of highways at grade, in this Commonwealth,	56
Number of crossings of highways over railroad,	8
Number of crossings of highways under railroad,	14
Number of crossings at which gates or flagmen are maintained,	1
Number of crossings at which there are neither gates nor flagmen,	55

Statement of regulations governing employes in regard to these crossings: Whistle boards are placed at proper distances from all grade crossings, and whistle must be sounded before such boards are passed. Flagmen must stand fairly beside the crossing with flag, and give timely warning to all persons approaching.

CHARACTERISTICS OF ROAD—CONTINUED.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	17	17
Number of shops owned by the company,	1	1
Number of water stations on main line,	5	5
Number of coaling stations on main line,	1	1
Value of real estate held by the company, exclusive of roadway, . . .	\$20,506 91	\$20,506 91
Number of tunnels on all lines owned by the company,	1	1
Aggregate length of tunnels,	1,668 ft.	1,668 ft.

Material of foundation upon which track is laid: Stone, sand and locomotive cin-
der ballast, and oak, pine and chestnut cross-ties.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Equipment, with the exception of that named below, is furnished by the Philadelphia and Reading Railroad Company at fixed rates per mile.		
Cars, roadway department, 8-wheel,	1	\$275 00
Cars, roadway department, 4-wheel, dump ballast,	18	221 22
Hand cars and hand trucks,	22	20 00

Train brake in use: Westinghouse automatic air brake.

Average number of cars in passenger trains, including mail, express and baggage cars,	2
Average number of cars in freight trains,	25
Average weight of passenger trains, including locomotive and ten- der, in working order, in tons,	68
Average weight of freight trains, including locomotive and tender, in working order, in tons,	460

EMPLOYEES.

Average number of persons regularly employed by company, in- cluding officials,	121
Same in Pennsylvania,	121

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	122,797
Number of miles run by freight and coal trains, mixed,	84,657
Total number of miles run,	207,454
Number of passengers carried one mile in Pennsylvania,	1,684,213
Net cost per mile for each passenger carried (approximate average),	3.8 cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	189,106
Number of tons of 2,000 pounds of local freight for the year,	131,546
Number of tons of freight carried one mile,	9,111,553
Number of tons of freight carried one mile in Pennsylvania,	9,111,552
Gross amount of tonnage for the year (2,000 pounds per ton),	320,652
Average rate of speed adopted by ordinary passenger and express trains, including stops (miles per hour),	22
Average rate of speed adopted by freight trains, including stops (miles per hour),	15

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	20,413	Agricultural products,	119,870
Bituminous coal and coke, . .	270	Merchandise and manufactures, . .	72,324
Petroleum and other oils, . . .	309	Live stock,	7,696
Pig iron,	35,106	Lumber,	20,210
Other iron or castings,	15,131	Other articles,	9,066
Iron and other ores,	7,420		
Stone and lime,	12,837	Total,	<u>320,652</u>

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, and joint and local freight and coal, per ton per	
mile (approximate average),	<u>1.6168 cents.</u>

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
December, 1887.	178	6,853	\$178 99	13,578	113,821	\$2,973 61	13,756	120,674	\$3,152 60
January, 1888.	151	5,929	164 14	10,393	84,672	2,301 66	10,547	90,601	2,465 80
February, 1888.	145	5,583	143 60	10,859	96,107	2,581 70	11,004	101,690	2,725 30
March, 1888.	216	8,316	214 22	14,349	108,926	2,951 22	14,565	117,242	3,165 44
April, 1888.	165	6,353	171 30	15,099	132,901	3,270 23	15,264	139,251	3,444 53
May, 1888.	230	8,355	238 52	14,092	128,861	3,360 31	14,312	137,716	3,598 83
June, 1888.	203	7,816	201 50	15,716	144,001	3,620 01	15,919	151,817	3,821 51
July, 1888.	309	11,897	305 10	18,296	217,010	4,470 44	18,605	228,937	4,775 54
August, 1888.	226	8,701	218 46	17,233	165,387	4,259 67	17,459	174,088	4,478 13
September, 1888.	222	8,547	225 35	16,902	158,562	3,815 16	17,121	167,109	4,040 51
October, 1888.	155	5,968	160 61	14,481	129,004	3,077 22	14,636	134,972	3,237 83
November, 1888.	184	7,084	167 42	12,089	113,029	2,808 87	12,273	120,113	2,976 29
Total,	2,387	91,902	\$2,392 21	173,077	1,592,311	\$39,490 10	175,464	1,684,213	\$41,882 31

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOW :

For first-class through passengers, 2.6 cents; for first-class way passengers, 2.48 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
December, 1887.	14,171	545,568	\$6,085 53	6,863	99,528	\$3,147 53	21,034	645,096	\$9,233 06
January, 1888.	10,248	394,546	3,797 57	5,165	75,402	3,783 72	15,413	469,948	7,581 29
February, 1888.	11,388	438,428	4,864 21	15,226	228,223	7,686 57	26,614	666,651	12,550 78
March, 1888.	14,544	559,928	5,911 51	9,604	83,252	2,785 38	20,178	643,180	8,726 89
April, 1888.	12,261	472,069	5,191 61	9,604	130,783	5,472 02	21,865	602,852	10,663 63
May, 1888.	13,970	537,849	4,769 55	15,509	183,863	8,136 67	29,479	721,712	12,906 22
June, 1888.	18,679	719,158	6,928 73	18,278	258,401	7,695 52	36,957	977,559	14,621 25
July, 1888.	17,481	673,010	7,100 64	13,418	192,756	7,138 07	30,929	865,766	14,238 71
August, 1888.	16,691	642,729	9,382 00	13,391	168,497	4,069 59	30,085	811,226	13,451 59
September, 1888.	20,890	801,256	8,918 30	12,008	179,979	9,035 74	32,898	984,235	17,954 04
October, 1888.	20,780	800,040	8,015 84	9,823	140,714	6,806 45	30,633	940,754	14,822 29
November, 1888.	18,000	693,000	8,000 00	6,267	89,574	2,567 16	24,267	782,574	10,567 16
Total,	189,106	7,280,581	\$78,995 49	131,546	1,830,972	\$68,324 42	320,652	9,111,553	\$147,319 91

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTALS.
December, 1887.		\$112 39	\$607 61	\$720 00
January, 1888.		129 76	536 81	666 57
February, 1888.	\$174 40	90 71	428 32	993 43
March, 1888.		80 67	519 83	600 50
April, 1888.		79 57	538 81	618 38
May, 1888.	454 92	104 30	614 75	1,173 97
June, 1888.		112 10	519 41	631 51
July, 1888.		113 59	712 95	826 54
August, 1888.	479 40	113 20	937 93	1,530 53
September, 1888.		100 63	538 56	639 19
October, 1888.	479 40	102 45	594 73	1,176 58
November, 1888.		115 27	1,851 42	1,966 69
Totals.	\$1,888 12	\$1,254 64	\$8,401 13	\$11,543 89

RECAPITULATION.

Total passenger earnings for the year,	\$41,882 31
Total freight earnings for the year,	147,319 91
Total earnings from all other sources,	11,543 89
Total earnings for the year,	\$200,746 11
Total receipts from all sources on whole length of line,	\$200,746 11

Proportion of earnings in Pennsylvania to earnings of whole line, all.

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

New sidings,	\$225 73
Land,	25 00
New water stations (including water tanks),	1,003 42
Total,	\$1,254 15

Proportion for Pennsylvania, all.

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$78 97	\$96 53	\$175 50
Agents, operators, etc.,	4,422 06	5,404 73	9,826 79
Baggage masters,	2,015 11		2,015 11
Brakemen,	3,107 57	7,203 55	10,311 12
Cars, cleaning,	204 00		204 00
Car furniture and fixtures, and train expenses,	213 58	841 49	1,055 07
Car service,	6,337 69	7,939 67	14,277 36
Clerks,	724 80	885 87	1,610 67
Conductors and train agents,	2,891 53	1,952 62	4,844 15
Dispatchers,	746 60	912 51	1,659 11
Expenses of stations, except labor,	85 34	104 30	189 64
Heating cars,	168 22		168 22
Heating stations,	91 05	111 29	202 34
Insurance, inspectors of cars,	774 42	946 51	1,720 93
Labor at stations,	39 15	47 85	87 00
Loss and damage,		178 32	178 32
Mail expenses, carrying mail between stations and post offices,	11 28		11 28
Stationery and printing,	598 95	732 04	1,330 99
Stations, repairs of and furniture for,	200 23	244 73	444 96
Superintendents,	567 00	693 00	1,260 00
Switchmen, flagmen and signalmen,	585 77	715 95	1,301 72
Taxes on stations, signals, etc., repairs of,	14 15	17 30	31 45
Signal tower expenses,	14 17	17 31	31 48
Wrecks, clearing,		38 30	38 30
Total,	\$23,891 64	\$29,083 87	\$52,975 51

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemen and firemen, passenger,	\$5,026 01		\$5,026 01
Enginemen and firemen, freight,		\$5,381 67	5,381 67
Engine houses, amount paid for the use of,	329 40	402 60	732 00
Fuel for locomotives,	10,710 59	13,090 79	23,801 38
Locomotive furniture and fixtures,	116 73	142 66	259 39
Locomotives, mileage of,	5,197 48	6,352 47	11,549 95
Oil for locomotives,	401 53	490 76	892 29
Sand for locomotives,	60 22	73 61	133 83
Tallow for locomotives,	48 61	59 41	108 02
Turn-table, repairs of,	9 99	12 21	22 20
Waste for locomotives,	145 31	177 61	322 92
Watchmen and laborers,	1,001 25	1,468 18	2,469 43
Water, wood and coal stations, expenses and repairs of,	509 72	622 98	1,132 70
Total,	\$23,556 84	\$28,274 95	\$51,831 79
MAINTENANCE OF WAY.			
Ballast,			\$1,261 82
Bridges, trestles and tunnel, repairs of,			5,386 42
Cars, repairs of (in M. of W. service),			37 20
Cattle pens,			83 55
Cross-ties,			6,062 00
For use of East Pennsylvania Railroad tracks,			2,255 48
Foremen, tool and watch-houses, repairs and expenses of,			58 73
Frogs,			164 10
Incidentals,			340 37
Labor in yards,			120 88
Rails, steel,			684 54
Road-bed, repairs of, labor and material,			3,116 57
Snow and ice, removing,			1,030 45
Spikes,			293 89
Scales, repairs of,			22 42
Stationery and printing,			2 00
Superintendents and supervisors,			1,891 39
Switches and sidings,			1,923 02
Trucks, hand, repairs of,			62 09
Telegraph, repairs of,			23 00
Tools and repairs of tools,			312 33
Track, repairing,			6,066 08
Watchmen,			875 24
Total,			\$32,073 57
GENERAL EXPENSES.			
Advertising,			\$6 90
Attendants,			262 00
Clerks,			1,110 00
Fuel and light, and rents,			196 72
Incidentals and legal expenses,			1,160 64
Office expenses, repairs and furniture,			12 38
Salaries of president and other officers,			3,699 96
Stationery and blanks,			156 37
Taxes on real estate,			43 44
Taxes on capital stock,			11 40
Taxes on gross receipts,			531 00
Total,			\$7,190 81

EARNINGS—SUMMARY.

Passenger transportation, local, \$39,490.10; through, \$2,392.21; total,	\$41,882 31
Freight transportation, local, \$68,324.42; through, \$78,995.49; total,	147,319 91
Mail service, \$1,888.12; express service, \$1,254.64; total,	3,142 76
Miscellaneous,	8,401 13
Total,	\$200,746 11

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$23,891 64	\$29,083 87	\$52,975 51
Motive power,	23,556 84	28,274 95	51,831 79
Maintenance of way,			32,073 57
General expenses,			7,190 81
Total operating expenses,			\$144,071 68
Expenditures charged to cost of road, real estate and equipment during the year,			1,254 15
Total expenditures during the year,			\$145,325 83

Operating expenses, 71.76 per cent. of earnings,	
Earnings per mile of road operated,	\$5,214 18
Expenses per mile of road operated,	3,742 12
Net earnings,	55,420 28

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Railroad,	\$1,943,334 89
Depots and offices,	50,915 84
Real estate,	20,506 91
Land damages,	43,689 50
New work,	25,684 52
Equipment,	4,257 03
Bonds, first series mortgage,	2,790 94
Materials,	6,733 87
Cash,	74,313 70
Current accounts,	29,156 85
Income account,	816,928 54
	<u>\$3,018,322 59</u>

LIABILITIES.	
Capital stock,	\$38,040 00
First series mortgage bonds,	799,600 00
Second series mortgage bonds,	1,125,000 00
Philadelphia and Reading Railroad Company's loan accounts,	927,950 00
Material, bills payable and amounts due on account of November, 1888, business,	8,499 96
Consolidated mortgage bonds 1873-1913, coupons payable, one-half scrip,	270 00
Coupons due,	27,924 20
Coupons accrued, due January 1, 1889,	16,038 33
Sinking fund bonds purchased and cancelled,	75,000 00
	<u>\$3,018,322 59</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express Company; railroad company furnishes cars and motive power, for which the express company pays a percentage of its gross receipts.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: No transportation companies do business on the road of this company except lines of cars belonging to different railroad companies in interchange of business.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback or otherwise? No.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? No.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service : \$1,888.12 for the year ; no contracts.

ACCIDENTS TO PERSONS.

Employés killed from their own misconduct or carelessness,	1
Employés injured from their own misconduct or carelessness,	2
	<u> </u>

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD
COMPANY.

REPORT FOR THE YEAR ENDING OCTOBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
George B. Roberts, Robert Craven, L. K. Lodge,	President, Secretary and Treasurer, . . Division Superintendent, . .	Philadelphia. Ridley Park, Pa. Media.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
George B. Roberts, . . . S. R. Dickey, S. D. Ramsey, J. N. DuBarry,	Philadelphia. Oxford, Pa. West Chester, Pa. Philadelphia.	N. Parker Shertridge, . Joseph J. Martin, . . . J. Granville Richards, Md. State Director, . .	Wynnewood, Pa. Philadelphia. Rising Sun, Md.

Date of annual meeting for election of directers, second Monday in January.

GENERAL INFORMATION.

Name of road : Philadelphia and Baltimore Central Railroad.

By whom operated : The Philadelphia, Wilmington and Baltimore Railroad Company.

By what authority : Agreement between the two company, August 1, 1881.

With what other companies consolidated : Baltimore and Philadelphia Railroad Company, with Philadelphia and Baltimore Central Railroad Company; West Chester and Philadelphia Railroad Company, with Philadelphia and Baltimore Central Railroad Company.

Date of consolidation : Baltimore and Philadelphia Railroad Company, June 25, 1854; West Chester and Philadelphia Railroad Company, October 31, 1881.

The general offices of the company are loeated at 233 South Fourth street, Philadelphia.

For information concerning this report, address Robert Craven, Seeretary and Treasurer, as above.

How are the passenger ears on your road heated, lighted and ventilated? See report of operating company.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Baltimore and Philadelphia Railroad Company, ehartered in Maryland, May 28, 1852. Philadelphia and Baltimore Central Railroad Company, chartered in Pennsylvania, Mareh 17, 1853. West Chester and Philadelphia Railroad Company, chartered in Pennsylvania, April 11, 1848.

The West Chester and Philadelphia Railroad was opened to Media in 1854, and to West Chester in 1858.

The Philadelphia and Baltimore Central Railroad, from West Chester Junction (now Wawa) south, was opened as follows: To Oxford, Pa., in 1861, and to Octoraro Junction in 1869.

Memorandum: The road (with its leased line, Chester Creek Railroad) is operated by the Philadelphia, Wilmington and Baltimore Railroad Company, as agent, and the earnings, expenses and all items of transportation, are included in report of that company.

CAPITAL STOCK.

Amount authorized by law and by votes of company,	\$2,500,000 00
Amount subscribed,	2,495,650 00
Amount now paid in, common,	2,495,650 00
Number of shares issued,	49,913
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

West Chester and Philadelphia Railroad Company first mortgage bonds (due April 1, 1891; bear interest at 7 per cent., which is payable April and October), amount,	\$1,100,000 00
Philadelphia and Baltimore Central Railroad Company general mortgage bonds (due November 1, 1911; bear interest at 5 per cent., which is payable May and November) amount,	1,000,000 00
Total amount of funded debt,	\$2,100,000 00

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	61,512 50
Total amount of funded and unfunded debt,	\$2,161,512 50
Funded debt as per last report,	\$2,100,000 00
Unfunded debt as per last report,	61,512 50
Total cash realized from capital stock and debt,	\$4,657,162 50

COST.

Cost of roads owned to December 31, 1887,	\$3,816,229 46
Cost of additions for the year ending December 31, 1888,	35,332 46
Total cost of roads owned to date,	3,851,561 92
Average of same per mile of road laid, 73.68 miles,	52,274 00
Average of same per mile of single track, 83.47 miles,	46,143 00
Cost of equipment owned to December 31, 1887,	447,237 54
Total cost of equipment owned,	447,237 54
Average cost of equipment per mile of road owned by the company, 73.68 miles,	6,070 00
Average cost of equipment per mile of road operated by company, 80.37 miles,	5,565 00
Cost of road and equipment per mile (of road owned by company), 73.68 miles,	58,344 00
Total cost of roads and equipment,	4,298,799 46

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

Branch from Brandywine Summit to works of National Kaolin Company, 1.63 miles.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from West Philadelphia, Pa., to Octoraro Junction, Md.,	62.62	53.29
Length of single main track,	52.83	43.50
Length of second main track,	9.79	9.79
BRANCHES.		
West Chester branch, from Wawa to West Chester,	9.43	9.43
Brandywine Summit branch, from Brandywine Summit to Kaolin Works,	1.63	1.63
LEASED ROADS.		
Chester Creek Railroad, from Lamokin to Lenni,	6.69	6.69
SUMMARY.		
Length of main line,	62.62	53.29
Length of branches owned by the company,	11.06	11.06
Length of leased roads,	6.69	6.69
Total length of all roads owned, leased and operated,	80.37	71.04
Length of second track,	9.79	9.79
Length of sidings and other tracks not above enumerated,	19.01	17.64
Length of all tracks,	109.17	98.47

GAUGE.

Gauge of lines, 4 ft. 9 ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	83.12	79.92
Miles of track laid with iron rail on lines loaned, leased or operated, .	26.05	18.55

Weight of rail per yard, { Steel, 55 and 60 lbs.
 { Iron, 55 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	83
Wooden bridges, number of, 32; aggregate length,	3,933 feet.
Stone bridges, number of, 2; aggregate length,	35 feet.
Iron bridges, number of, 44; aggregate length,	1,791 feet.
Wooden trestle, number of, 5; aggregate length,	2,943 feet.
Total length of bridges and trestles,	8,702 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth :
 Junction Railroad, at .04 miles east of South Street station ; Wilmington and Northern Railroad, at Chadd's Ford Junction ; Pomeroy and Newark Railroad, at .11 miles east of Avondale.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth : Peach Bottom Railroad, .52 miles west of Oxford (over).

Number of crossings of highways at grade, in this Commonwealth,	89
Number of crossings of highways over railroad,	17
Number of crossings of highways under railroad,	13
Number of grade crossings at which gates or flagmen are maintained,	6
Number of grade crossings at which there are neither gates nor flagmen,	83

CHARACTERISTICS OF ROAD—CONTINUED.

Statement of regulations governing employes in regard to these crossings: See report of operating company.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 42; freight, 41; total,	43	37
Number of stations on branches, passenger, 6, freight, 6; total,	6	6
Number of stations on leased roads, passenger, 7, freight, 7; total,	7	7
Number of engine houses and shops owned by the company,	4	4
Number of fuel and water stations on main line,	7	6
Number of fuel and water stations on branches,	2	2
Number of fuel and water stations on leased roads,	1	1

Material of foundation upon which track is laid: Stone ballast and white oak cross-ties.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	24	\$9,000 00
Passenger cars, first class,	39	4,500 00
Baggage, mail and express cars,	8	1,500 00
Freight cars, 8-wheel,	184	500 00
Freight cars, 4-wheel, cabin cars,	5	550 00
Cars, roadway department, 8-wheel,	11	600 00
Hand cars and hand trucks,	52	55 00

Train brake in use: Westinghouse automatic.

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road, \$35,332 46

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Construction,	\$3,851,561 92
Equipment,	447,237 54
Real estate,	304,072 37
Securities,	1,100 00
Deposits,	89,753 15
	<u>\$4,693,724 98</u>
LIABILITIES.	
Capital stock,	\$2,495,650 00
Stock of original companies outstanding,	3,723 81
Bonds,	2,100,000 00
Unfunded debt,	61,512 50
Interest on bonds,	29,345 50
Profit and loss,	3,493 17
	<u>\$4,693,724 98</u>

STOCK AND DIVIDENDS.

Balance for the year, deficit,	\$3,781 47
Surplus at commencement of the year,	7,274 64
Total surplus now,	3,493 17
Surplus invested as follows:	
Cash and loans,	3,493 17

PHILADELPHIA AND CHESTER VALLEY RAILROAD COMPANY.

FROM FEBRUARY 17, 1888, TO NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Austin Corbin,	President,	Philadelphia, Pa.
A. A. McLeod,	Vice President & Gen'l Man.,	Philadelphia, Pa.
W. R. Taylor,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
D. R. Bennett,	410 Walnut street, Philadelphia.	A. A. McLeod,	Philadelphia, Pa.
Geo. deB. Keim,	Philadelphia, Pa.	W. R. Taylor,	Philadelphia, Pa.
A. J. Antelo,	1415 Walnut street, Philadelphia.	A. H. O'Brien,	Philadelphia, Pa.

Date of annual meeting for election of directors, first Monday in May.

GENERAL INFORMATION.

Name of road : Philadelphia and Chester Valley Railroad.

By whom operated : By itself.

The general offices of the company are located at 227 South Fourth street, Philadelphia, Pa.

For information concerning this report, address W. R. Taylor, Secretary and Treasurer, 227 South Fourth street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Philadelphia and Chester Valley Railroad Company organized March 7, 1888, under act of April 8, 1861, and supplements by the purchasers of the Chester Valley Railroad Company.

CAPITAL STOCK.

Amount authorized by law,	\$755,100 00
Amount authorized by votes of company,	755,100 00
Amount subscribed,	755,100 00
Amount now paid in, common, \$550,000.00; special or preferred, \$205,100.00; total,	755,100 00
Number of shares issued,	15,102
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Preferred bonds (due 1938; bear interest at 5 per cent., which is payable April 1 and October 1), amount,	\$30,500 00
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DEBT—CONTINUED.

Not preferred bonds (due 1938; bear interest at 4 per cent., which is payable April 1 and October 1), amount,	\$100,000 00
Total amount of funded debt,	\$130,500 00

UNFUNDED DEBT.

Total amount of unfunded debt,	191,931 00
Total amount of funded and unfunded debt,	\$322,431 00

COST.

Total cost of roads owned to date,	\$1,073,613 88
Average of same per mile of road laid,	49,935 53
Average of same per mile of single track,	49,935 53
Proportion of same for Pennsylvania, all in Pennsylvania.	

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bridgeport, Pa., to Downingtown, Pa., . .	21.50	21.50
SUMMARY,		
Length of main line,	21.50	21.50
Total length of all roads owned, leased and operated,	21.50	21.50
Length of sidings and other tracks not above enumerated,	2.50	2.50
Length of all tracks,	24.00	24.00

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with iron rail on lines owned, leased or operated, .	24.00	24.00

Weight of rail per yard, iron.	60 lbs.
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BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company. . .	58
Wooden bridges, number of, 28; aggregate length,	1,000 feet
Stone bridges, number of, 26; aggregate length,	1,556 feet
Wooden trestles, number of, 4; aggregate length,	370 feet
Total length of bridges and trestles,	2,926 feet

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth : East Brandywine Railroad, at Downingtown.	
Railroads crossing lines owned by the company either over or under grade, in this Commonwealth : Phoenixville and West Chester Railroad, at White Horse Station.	
Number of crossings of highways at grade, in this Commonwealth, .	24
Number of crossings of highways over railroad,	5
Number of crossings of highways under railroad,	9
Number of crossings at which gates or flagmen are maintained, . . .	2
Number of crossings at which there are neither gates nor flagmen, .	22

CHARACTERISTICS OF ROAD—CONTINUED.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	8	8
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	2	2

Material of foundation upon which track is laid : Stone and gravel.

EQUIPMENT.

This company owns no equipment.

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of passengers carried one mile in Pennsylvania,	282,095
Number of tons of 2,000 pounds of merchandise and coal for the year on main road,	107,711
Number of tons of freight carried one mile,	957,133
Number of tons of freight carried one mile in Pennsylvania, all in Pennsylvania.	
Gross amount of tonnage for the year (2,000 pounds per ton), includ- ing weight of passengers,	111,037

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For freight on coal and merchandise, per ton per mile,	3.2 cents
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
February, 1888,	1,407	11 497	\$263 10
March, 1888,	2,847	21,078	484 00
April, 1888,	3,609	26,805	629 97
May, 1888,	3,537	25,343	611 27
June, 1888,	4,049	29,673	693 09
July, 1888,	5,125	48,001	929 03
August, 1888,	4,420	37,609	907 37
September, 1888,	3,893	30,961	728 07
October, 1888,	3,578	27,193	620 30
November, 1888,	3,177	23,935	572 16
Total,	35,642	282,095	\$6,438 36

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS
FOLLOWS:

For first-class passengers,	2 ²⁸ / ₁₀₀ cents
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EARNINGS FOR THE YEAR—CONTINUED.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	MERCHANDISE—TONS, 2,000 LBS.			COAL—TONS, 2,240 LBS.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
February, 1888, . . .	2,410	25,275	\$791 06	166	1,852	\$35 54	...	...	...
March, 1888, . . .	5,803	58,743	1,953 76	774	9,388	172 75	...	...	...
April, 1888, . . .	8,984	83,033	2,928 21	950	7,857	173 16	...	...	...
May, 1888, . . .	11,032	100,400	3,417 37	1,002	10,402	195 42	...	...	...
June, 1888, . . .	11,511	112,875	3,701 74	1,248	15,164	304 18	...	...	...
July, 1888, . . .	18,860	84,345	2,903 59	1,445	19,048	357 87	...	...	...
August, 1888, . . .	9,627	95,067	3,376 16	1,090	13,975	279 71	...	...	...
September, 1888, . . .	9,486	92,272	3,226 92	1,082	10,391	237 93	...	...	...
October, 1888, . . .	10,976	102,675	3,616 62	1,314	15,629	323 77	...	...	...
November, 1888, . . .	7,968	71,236	2,680 78	769	10,769	205 51	...	...	...
Total, . . .	96,657	828,921	\$28,595 61	9,870	114,475	\$2,285 84	106,527	943,396	\$30,881 45

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	MISCELLA- NEOUS.	TOTAL.
February, 1888,	\$22 46	\$18 77	. . . . .
March, 1888,	54 29	33 82	. . . . .
April, 1888,	54 29	41 87	. . . . .
May, 1888,	54 29	25 88	. . . . .
June, 1888,	54 29	34 54	. . . . .
July, 1888,	60 31	51 44	. . . . .
August, 1888,	60 31	33 95	. . . . .
September, 1888,	60 31	29 18	. . . . .
October, 1888,	60 31	33 38	. . . . .
November, 1888,	60 31	35 48	. . . . .
Total,	\$541 17	\$338 31	\$879 48

RECAPITULATION.

Total passenger earnings for the year,	\$6,438 36
Total freight earnings for the year,	30,881 45
Total earnings from all other sources,	879 48
Total earnings for the year,	\$38,199 29
Total receipts from all sources on whole length of line,	\$38,199 29
Proportion of earnings in Pennsylvania to earnings of whole line,	38,199 29

EARNINGS—SUMMARY.

Passenger transportation,	\$6,438 36
Freight transportation, local and through,	30,881 45
Mail service,	541 17
Miscellaneous,	338 31
Total,	\$38,191 29

EXPENSES—SUMMARY.

Conducting transportation and motive power,	\$25,155 47
Maintenance of way,	13,376 43
General expenses,	870 61
Total operating expenses,	\$39,402 51
Operating expenses. 103 per cent. of earnings.	
Earnings per mile of road operated,	\$1,776 71
Expenses per mile of road operated,	1,832 67
Deficit,	1,203 22

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Railroad,	\$1,073,613 88
Cash on hand,	717 79
Account current business,	2,006 11
Loss February 17, 1888, to November 30, 1888,	5,190 64
	\$1,081,528 42
LIABILITIES.	
Stock,	\$755,100 00
Loan 1888-1958, preferred,	30,510 00
Loan 1888-1958, not preferred,	100,000 00
Floating debt,	191,931 00
Coupons and interest,	3,683 67
State tax on gross receipts,	303 75
	\$1,081,528 42

PHILADELPHIA AND ERIE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
W. Hasell Wilson,	President,	Philadelphia, Pa.
J. S. Vanzandt,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
*W. Hasell Wilson, . . .	Philadelphia, Pa.	*Henry D. Welsh, . . .	Philadelphia, Pa.
*J. N. DuBarry,	Philadelphia, Pa.	*William J. Howard, . .	Philadelphia, Pa.
*Wistar Morris,	Philadelphia, Pa.	*William L. Elkins, . .	Philadelphia, Pa.
*Samuel G. Thompson, .	Philadelphia, Pa.	*Edmund Smith, . . .	Philadelphia, Pa.
*†John P. Wetherill, . .	Philadelphia, Pa.	†Edwin A. Gaskill, . . .	Philadelphia, Pa.
*N. Parker Shortridge, .	Wynnewood, Mont- gomery county, Pa.	†Harry R. Shultz, . . .	Philadelphia, Pa.
		†James McManes, . . .	Philadelphia, Pa.

* Elected by stockholders.

† Elected by Philadelphia city councils.

‡ Deceased; Amos R. Little, successor.

‡ Resigned; J. Bayard Henry, successor.

Date of annual meeting for election of directors, second Monday in February.

GENERAL INFORMATION.

Name of road : Philadelphia and Erie Railroad.

By whom operated : Pennsylvania Railroad Company.

By what authority : Under lease dated January 6, 1862. Modified January 1, 1870.

The general offices of the company are located at 233 South Fourth street, Philadelphia, Pa.

For information concerning this report, address J. S. Vanzandt, Treasurer.

How are the passenger ears on your road heated, lighted and ventilated? Heated, spear stoves; lighted, oil lamps; ventilated by deck openers.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized in 1837, under act approved April 3, 1837; originally chartered as the Sunbury and Erie Railroad Company. Title changed by act of March 7, 1861, to the present name.

CAPITAL STOCK.

Amount authorized by law : common, \$10,000,000; special, \$2,400,000;	
total,	\$12,400,000 00
Amount authorized by votes of company,	12,400,000 00
Amount subscribed,	7,975,000 00
Amount now paid in : common, \$7,975,000; special, \$2,400,000; total,	10,375,000 00
Number of shares issued : common, 159,500; special, 48,000;	
total,	207,500
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.
FUNDED DEBT.

First mortgage bonds (due October 1, 1897; bear interest at 7 per cent., which is payable April and October), amount,	\$976,000 00
General mortgage bonds (due July 1, 1920, bear interest at 6 per cent., which is payable January and July,	8,680,000 00
General mortgage bonds (due July 1, 1920, bear interest at 5 per cent., which is payable April and October); amount,	5,263,000 00
General mortgage bonds (due July 1, 1920, bear interest at 4 per cent., which is payable April and October); amount,	4,555,000 00

NOTE.—The last three are covered by the same mortgage.

Total amount of funded debt,	\$19,474,000 00
Funded debt as per last report,	19,389,000 00

COST.

Cost of roads owned to December 31, 1887,	\$26,186,163 35
Total cost of roads to date,	26,186,163 35
Average of same per mile of road laid,	90,924 18
Average of same per mile of single track,	90,924 18
Proportion of same for Pennsylvania, all in Pennsylvania,	90,924 18

Total equipment owned by Pennsylvania Railroad Company, lessee.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Erie to Sunbury, Pa.,	287.56	287.56
Length of first main track,	287.56	287.56
Length of second main track,	54.71	54.71
SUMMARY.		
Length of main line,	287.56	287.56
Total length of all roads owned, leased and operated,	287.56	287.56
Length of second track,	54.71	54.71
Length of sidings and other tracks not above enumerated,	165.55	165.55
Length of all tracks,	507.82	507.82

GAUGE.

Gauge of lines, 4 feet 9 inches.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	452.76	452.76
Miles of track laid with iron rail on lines owned, leased or operated,	55.06	55.06

Weight of rail per yard, { Steel, 56 to 70 lbs.
 { Iron, 56 to 64 lbs.

TELEGRAPH LINES.

Length of lines in miles, 344.86; in Pennsylvania,	344.86
Number of miles of wire, 964.78; in Pennsylvania,	964.78

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	156
Wooden bridges, number of, 60; aggregate length,	13,098 feet.

CHARACTERISTICS OF ROAD—CONTINUED.

Stone bridges, number of, 11; aggregate length,	169 feet.
Iron bridges, number of, 80; aggregate length,	3,264 feet.
Wooden trestles, number of, 5; aggregate length,	566 feet.
Total length of bridges and trestles,	17,097 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth: Lake Shore and Michigan Southern Railroad, at Erie; Western New York and Pennsylvania Railroad, at Corry; New York, Pennsylvania and Ohio Railroad, at Corry; Philadelphia and Reading Railroad, at Williamsport, Montgomery and Milton; Sunbury, Hazleton and Wilkes-Barre Railroad, at Northumberland; Shamokin Valley and Pottsville Railroad, at Sunbury.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: New York, Chicago and St. Louis Railroad, at Erie (over); Dunkirk, Allegheny Valley and Pittsburgh Railroad, at Youngsville (over); Pittsburgh and Western Railroad, at Kane (over); Buffalo, Rochester and Pittsburgh Railroad, at Johnsonburg (over); Beech Creek, Clearfield and Southwestern Railroad, at Pine (over); Jersey Shore, Pine Creek and Buffalo Railroad, at Newberry (over).

Number of crossings of highways at grade, in this Commonwealth,	304
Number of crossings of highways over railroad,	10
Number of crossings of highways under railroad,	11
Number of crossings at which gates or flagmen are maintained,	27
Number of crossings at which there are neither gates nor flagmen,	277

Statement of regulations governing employes in regard to these crossings: Flagmen and gatemen at the approach of trains must give timely warning to all persons approaching crossings, and whistle should be sounded one-fourth mile from crossing, and bell rung until crossing is passed.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 57; freight, 49,	63	63
Number of engine houses and shops owned by the company,	12	12
Number of fuel and water stations on main line,	50	50

Material of foundation upon which track is laid: White oak cross-ties, gravel and stone ballast.

EQUIPMENT.

Furnished by Pennsylvania Railroad Company, lessee.

Average number of cars in passenger trains, including mail, express and baggage cars,	4.3
Average number of cars in freight trains,	37.4
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	132
Average weight of freight trains, including locomotive and tender, in working order, in tons,	980

EMPLOYES.

Average number of persons regularly employed by company, including officials,	4,800
Same in Pennsylvania,	4,800

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	595,814
Number of miles run by freight and coal trains,	1,552,395
Total number of miles run,	2,148,209
Number of passengers carried one mile in Pennsylvania,	23,242,186
Net cost per mile for each passenger carried,	2.028 cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	1,074,205
Number of tons of 2,000 pounds of local freight for the year,	7,414,122
Number of tons of freight carried one mile,	707,321,584
Number of tons of freight carried one mile in Pennsylvania,	707,321,584
Gross amount of tonnage for the year (2,000 pounds per ton),	8,488,327
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	25
Average rate of speed adopted by freight trains, including stops (miles per hour),	10

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal, 1,433,932	Agricultural products, 597,515
Bituminous coal and coke, . . . 3,445,911	Merchandise and manufactures, . . . 597,015
Petroleum and other oils, 629,644	Live stock, 26,651
Pig iron, 66,821	Lumber, 1,022,280
Railroad iron, 26,347	Other articles, 228,659
Other iron or castings, 202,410	
Iron and other ores, 120,444	Total, 8,488,327
Stone and lime, 90,698	

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal and local freight and coal, per ton per mile,5190 cent.
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888.	179	51,444	\$1,106 02	75,998	1,372,727	\$36,142 53	76,177	1,424,171	\$37,248 55
February, 1888.	118	33,913	712 57	78,240	1,339,739	35,833 11	78,358	1,373,652	36,545 68
March, 1888.	143	41,098	878 45	88,916	1,569,485	41,644 23	89,059	1,610,583	42,522 68
April, 1888.	272	78,173	1,997 88	92,931	1,886,123	49,022 30	93,203	1,964,296	51,020 18
May, 1888.	232	66,677	1,423 59	92,935	1,831,798	47,635 41	93,167	1,898,475	49,059 00
June, 1888.	229	65,815	1,278 81	92,071	1,879,390	48,735 12	92,300	1,945,205	50,013 93
July, 1888.	215	70,413	1,466 72	112,622	2,312,289	57,417 39	112,867	2,382,702	58,884 11
August, 1888.	233	66,964	1,467 67	115,287	2,315,845	58,942 65	115,520	2,382,809	60,409 72
September, 1888.	192	55,181	1,299 76	115,244	2,195,729	56,628 96	115,436	2,250,910	57,928 72
October, 1888.	280	80,172	1,754 14	105,453	1,974,902	51,624 95	105,733	2,055,374	53,379 09
November, 1888.	210	60,354	1,323 19	102,994	1,829,741	48,094 69	103,204	1,890,095	49,417 88
December, 1888.	200	57,180	1,244 86	108,537	2,006,434	50,620 92	108,737	2,063,914	51,865 78
Total,	2,533	727,984	\$15,953 66	1,181,228	22,514,202	\$582,341 66	1,183,761	23,242,186	\$598,295 32

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For through business, 2.191 cents; for local business, 2.587 cents; for total business, 2.574 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTALS.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888.	36,918	10,641,175	\$27,472 07	509,737	22,353,802	\$151,645 94	546,655	32,994,977	\$179,118 01
February, 1888.	45,256	13,033,653	59,931 58	517,436	24,970,021	169,872 48	562,692	38,003,674	229,804 06
March, 1888.	39,045	11,244,970	46,923 08	562,491	26,617,977	178,305 00	601,536	37,892,947	225,228 08
April, 1888.	61,137	17,607,292	91,181 07	493,638	26,220,401	179,947 05	554,775	43,827,693	274,128 12
May, 1888.	95,365	27,465,938	88,200 20	633,133	31,823,936	218,979 75	728,498	59,288,974	307,179 95
June, 1888.	124,374	35,819,883	143,035 25	604,730	33,259,347	226,615 47	729,104	69,079,230	369,650 72
July, 1888.	139,275	40,111,155	149,970 50	600,050	37,204,202	224,046 79	739,325	77,315,357	374,017 29
August, 1888.	128,847	37,108,035	147,009 55	776,023	42,635,902	262,054 42	904,870	79,743,937	409,063 97
September, 1888.	119,008	34,274,083	134,729 10	628,298	36,258,818	243,328 50	747,306	70,559,901	378,057 97
October, 1888.	134,214	38,653,794	106,575 08	725,863	45,791,012	271,735 09	860,077	84,444,806	378,310 17
November, 1888.	99,030	28,520,574	43,347 33	717,870	40,069,651	311,818 09	816,900	68,590,225	355,165 42
December, 1888.	51,706	14,890,846	38,369 99	644,843	30,689,017	156,048 73	696,549	45,579,863	194,418 72
Total,	1,074,205	309,370,498	\$1,076,744 80	7,414,122	397,951,086	\$2,594,397 31	8,488,327	707,321,584	\$3,671,142 11

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888,	\$2,857 01	\$2,704 06	\$1,815 89	\$7,376 96
February, 1888,	2,857 01	2,492 18	353 34	5,702 53
March, 1888,	2,857 04	2,645 45	3,792 38	9,294 87
April, 1888,	2,857 01	3,036 48	1,439 35	7,332 84
May, 1888,	2,857 01	3,855 67	1,727 55	8,440 23
June, 1888,	2,857 04	3,840 60	4,810 06	11,507 70
July, 1888,	2,857 01	3,260 50	1,449 18	7,566 69
August, 1888,	2,857 01	3,530 90	982 83	7,370 74
September, 1888,	2,857 04	3,496 91	4,691 66	11,045 61
October, 1888,	2,857 01	3,791 14	2,688 67	9,336 82
November, 1888,	2,857 01	3,944 46	948 51	7,749 98
December, 1888,	2,857 04	4,560 86	3,462 00	10,879 90
Total,	\$34,284 24	\$41,159 21	\$28,161 42	\$103,604 87

RECAPITULATION.

Total passenger earnings for the year,	\$598,295 32
Total freight earnings for the year,	3,671,142 11
Total earnings from all other sources,	103,604 87
Total earnings for the year,	\$4,373,042 30

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$3,679 66	\$1,866 50	\$5,546 16
Agents,	9,850 64	29,509 92	39,360 56
Baggage masters,	12,860 54	..	12,860 54
Brakemen,	8,783 99	169,270 37	178,054 36
Cars, cleaning,	4,056 68	130 37	4,187 05
Car furniture and fixtures,	878 88	3,407 38	4,286 26
Car service,	250 36	198,581 84	198,832 20
Clerks,	15,801 20	77,410 23	93,211 43
Conductors and train agents,	13,163 24	65,959 30	79,122 54
Dispatchers,	7,549 97	24,130 04	31,680 01
Docks, dredging and cleaning, . . . . .	..	452 00	452 00
Expenses of stations, except labor,	2,897 39	1,434 20	4,331 59
Foreign agencies,	1,636 59	2,034 59	3,671 18
Heating cars,	3,036 95	519 90	3,556 85
Heating stations,	4,162 42	5,580 94	9,743 36
Incidentals,	5,101 61	13,240 20	18,341 81
Insurance,	1,949 38	6,992 54	8,941 92
Labor at stations,	4,524 52	28,757 97	33,282 49
Legal Expenses,	1,253 23	4,110 91	5,364 14
Lighting cars,	1,209 90	27 02	1,236 92
Lighting stations,	2,325 74	2,236 71	4,562 45
Loss and damage,	2,439 01	5,261 92	7,700 93
Mail expenses,	2,205 80	..	2,205 80
Oil for lamps,	421 55	1,611 40	2,032 95
Stationery and printing,	7,113 08	19,777 58	26,890 66
Stations, repairs of and furniture for,	14,635 15	17,710 28	32,345 43
Superintendents,	2,732 60	8,759 44	11,492 04
Switchmen,	1,163 00	4,680 73	5,843 73
Taxes on stations,	49 91	116 46	166 37
Taxes, State,	1,961 98	8,299 33	10,261 31
Telegraph expenses,	13,202 27	45,930 78	59,133 05
Watchmen,	3,855 90	11,359 36	15,215 26
Wharves and landings, repairs of, . . . . .	..	10,711 57	10,711 57
Wrecks, clearing,	128 96	5,884 39	6,013 35
Total,	\$154,882 10	\$775,756 17	\$930,638 27

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemmen and firemen,	\$31,151 87	\$155,457 14	\$186,609 01
Engine houses and machine shops, etc., repairs of,	1,421 69	5,324 64	6,746 33
Fuel for heating,	560 82	1,958 79	2,519 61
Fuel for locomotives,	15,895 87	168,806 08	184,701 95
Incidentals,	2,485 70	8,429 63	10,915 33
Laborers,	12,970 75	47,383 98	60,174 73
Locomotive furniture and fixtures,	1,497 26	5,213 86	6,711 12
Locomotives, repairs of,	34,841 65	203,075 96	237,917 61
Oil for locomotives,	1,064 72	3,745 38	4,810 10
Sand for locomotives,	1,041 90	3,372 85	4,414 75
Stationery and printing,	853 42	3,026 12	3,879 54
Tallow for locomotives,	802 31	3,614 89	4,417 20
Tools and machinery, repairs of,	1,401 61	5,546 95	6,948 56
Waste for locomotives,	377 15	2,077 17	2,454 32
Watchmen,	1,711 21	5,842 56	7,553 77
Water, wood and coal stations, expenses and repairs of,	8,774 93	28,735 41	37,510 34
Total,	\$116,672 86	\$651,611 41	\$768,284 27
MAINTENANCE OF WAY.			
Ballast,			\$23,599 45
Bridges, repairs of,			53,883 87
Cars, repairs of (in M. of W. service),			8,311 16
Clerks,			3,465 00
Cross-ties,			99,986 77
Expenses on property,			7,678 73
Foremen, tool and watch houses, repairs of,			3,917 61
Frogs,			5,825 08
Incidentals,			1,754 43
Oil, tallow, waste, etc.,			1,136 43
Rails, iron,			7,653 81
Rails, steel,			63,137 32
Road bed, repairs of, labor and material,			72,042 01
Snow and ice, removing,			12,209 01
Spikes,			8,184 32
Splices,			26,100 90
Stationery and printing,			1,679 47
Superintendents and supervisors,			16,917 94
Switches,			7,989 93
Taxes on real estate for road,			6,292 13
Telegraph, repairs of,			2,848 09
Tools and repairs of tools,			7,765 76
Track, repairing,			153,851 89
Watchmen,			46,144 94
Total,	\$145,466 51	\$496,909 54	\$642,376 05
MAINTENANCE OF CARS.			
Car shops and sheds, repairs of,	\$521 90	\$1,715 93	\$2,237 83
Cars, repairs of freight,		295,560 62	295,560 62
Cars, repairs of passenger, baggage, express and postal,	42,752 43		42,752 43
Fuel for heating,	143 55	347 75	491 30
Incidentals,	240 35	692 90	933 25
Insurance,	1,359 68	4,467 48	5,827 16
Laborers,	6,104 86	21,463 97	27,568 83
Oil, tallow, waste, etc.,	2,195 63	9,715 56	11,911 19
Tools and repairs of tools,	266 85	1,052 28	1,319 13
Watchmen,	705 01	2,482 98	3,187 99
Total,	\$54,290 26	\$337,499 47	\$391,789 73

EARNINGS—SUMMARY.

Passenger transportation, local, \$582,341.66 ; passenger transportation, through, \$15,953.66 ; total,	\$598,295 32
Freight transportation, local, \$2,594,397.31 ; freight transportation, through, \$1,076,744.80 ; total,	3,671,142 11
Mail service, \$34,284.24 ; express service, \$41,159.21 ; total,	75,443 45
Miscellaneous,	28,161 42
Total,	\$4,373,042 30

EXPENSES-SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$154,882 10	\$775,756 17	\$930,638 27
Motive power,	116,672 86	651,611 41	768,284 27
Maintenance of way,	145,466 51	496,909 54	642,376 05
Maintenance of cars,	54,290 26	337,499 47	391,789 73
Total operating expenses,	\$471,311 73	\$2,261,776 59	\$2,733,088 32

Earnings,	\$4,373,042 30
Expenses,	2,733,088 32
Net earnings,	\$1,639,953 98

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : Adams; Pennsylvania Railroad Company furnishes cars and motive power, for which the express company pays a percentage of its gross receipts.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : None other than those owned or controlled by the Pennsylvania Railroad Company.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? No.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? No.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates : Pullman's parlor and sleeping cars are run over our main line. The Pullman Company collects its fare from the passenger.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service : A rate per mile per annum regulated by Government according to weight.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		5		1		6
Employees,	5	128	5	23	10	151
Others,		1	10	10	10	11
Total,	5	134	15	34	20	168

PHILADELPHIA, GERMANTOWN AND CHESTNUT HILL RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Henry D. Welsh,	President,	Philadelphia, Pa.
Albert Hewson,	Secretary,	Philadelphia, Pa.
Taber Ashton,	Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Alexander Biddle,	Philadelphia, Pa.	H. H. Houston,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.	N. Parker Shortridge,	Wynnewood, Pa.
John P. Green,	Philadelphia, Pa.	Vacancy.	

Date of annual meeting for election of directors, second Tuesday in February.

GENERAL INFORMATION.

Name of road: Philadelphia, Germantown and Chestnut Hill Railroad.

By whom operated: Pennsylvania Railroad Company.

By what authority: Under lease dated May 1, 1883, for thirty years.

The general offices of the company are located at 233 South Fourth street, Philadelphia, Pa.

For information concerning this report, address Taber Ashton, Treasurer.

How are the passenger cars on your road heated, lighted and ventilated: Heated with Spear stoves, lighted with gas, ventilated by movable sashes in the upper deck.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized December 28, 1882, under act of April 4, 1868.

Opened for traffic June 11, 1884.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount subscribed,	1,000,000 00
Amount now paid in, common,	1,000,000 00
Number of shares issued,	20,000
Amount paid in on each share issued,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due May 1, 1913; bear interest at $4\frac{1}{2}$ per cent.,
which is payable May 1 and November 1), amount, \$1,000,000 00

UNFUNDED DEBT.

Interest on funded debt to November 1, 1888, \$247,500 00
Total amount of unfunded debt, \$247,500 00
Funded debt as per last report, \$1,000,000 00
Unfunded debt as per last report, 211,357 75
Total cash realized from capital stock and debt, \$2,000,000 00

COST.

Costs of roads owned to December 31, 1887, \$2,000,000 00
Total cost of road owned to date, 2,000,000 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Germantown Junction to Chestnut Hill, Pa.,	6.75	6.75
Length of single main track,	0.01	0.01
Length of second main track,	6.74	6.74
SUMMARY.		
Length of main line,	6.75	6.75
Total length of all roads owned, leased and operated,	6.75	6.75
Length of second track,	6.74	6.74
Length of sidings and other tracks not above enumerated,	2.55	2.55
Length of all tracks,	16.04	16.04

GAUGE.

Gauge of lines, 4 ft. 9 ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, . .	15.35	15.35
Miles of track laid with iron rail on lines owned, leased or operated, .	0.69	0.69

Weight of rail per yard, { Steel, 69 lbs.
 { Iron, 57 to 67 lbs.

TELEGRAPH LINES.

Length of lines in miles, 6.75; in Pennsylvania, 6.75
Number of miles of wire, 28.45; in Pennsylvania, 28.45

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 16
Iron bridges, number of, 16; aggregate length, 1,963.5 feet
Total length of bridges and trestles, 1,963.5 feet

CHARACTERISTICS OF ROAD—CONTINUED.

CROSSINGS.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Germantown and Norristown Branch Philadelphia and Reading Railroad, at 400 feet east of junction with Connecting Railway (under); Germantown Branch Philadelphia and Reading Railroad, at 1,927 feet east of junction with Connecting Railway (under); Richmond Branch Philadelphia and Reading Railroad, at 6,650 feet east of junction with Connecting Railway (under).

Number of crossings of highways at grade in this Commonwealth,	7
Number of crossings of highways over railroad,	11
Number of crossings of highways under railroad,	16
Number of grade crossings at which gates or flagmen are maintained,	2
Number of grade crossings at which there are neither gates nor flagmen,	5

Statement of regulations governing employé's in regard to these crossings: Flagmen and gatemen at the approach of trains must give timely warning to all persons approaching crossings, and whistles should be sounded one-fourth mile from crossing and bell rung until crossing is passed.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 10; freight, 4,	12	12
Number of fuel and water stations on main line,	1	1

Material of foundation upon which track is laid: White oak ties and broken stone ballast.

EQUIPMENT.

Furnished by Pennsylvania Railroad Company, lessee.

Average number of cars in passenger trains, including mail, express and baggage cars,	4
Average number of cars in freight trains,	15
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	168
Average weight of freight trains, including locomotive and tender, in working order, in tons,	180 $\frac{3}{8}$

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	150,084
Number of miles run by freight and coal trains,	25,920
Total number of miles run,	176,004
Number of passengers carried one mile in Pennsylvania,	8,740,970
Net cost per mile for each passenger carried,	1.511 cents
Number of tons of freight carried one mile,	312,882
Number of tons of freight carried one mile in Pennsylvania,	312,882
Gross amount of tonnage for the year (2,000 pounds per ton),	78,471
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	20
Average rate of speed adopted by express trains, including stops (miles per hour),	25
Average rate of speed adopted by freight trains, including stops (miles per hour),	15
Total amount of freight, in tons of 2,000 pounds,	78,471
Rate per ton (of 2,000 pounds) per mile charged for freight,	6.553 cents

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.		LOCAL.		TOTAL.	
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888, . .	20,439	134,897	\$2,150 15	160,224	466,281	\$9,268 17
February, 1888, .	16,267	107,362	1,791 83	156,058	462,255	8,982 50
March, 1888, . .	18,899	124,733	1,995 99	156,954	456,829	9,001 86
April, 1888, . .	24,331	160,585	2,750 19	180,995	529,722	10,772 74
May, 1888, . . .	33,541	221,371	3,646 44	192,448	559,660	11,523 36
June, 1888, . . .	34,398	227,027	3,855 69	199,199	612,735	11,880 73
July, 1888, . . .	29,068	191,849	3,212 15	188,370	583,890	14,692 40
August, 1888, . .	25,862	170,689	3,016 44	171,281	531,546	11,667 09
September, 1888, .	32,113	211,946	3,551 88	199,465	596,044	13,042 77
October, 1888, . .	34,289	236,307	3,876 05	201,153	596,341	12,428 18
November, 1888, .	28,327	186,958	3,262 93	197,237	601,587	12,046 52
December, 1888, .	24,456	161,410	2,786 17	206,971	618,946	12,583 26
Total,	321,990	2,125,134	\$35,895 91	2,210,355	6,615,836	\$137,869 58
				2,532,345	8,740,970	\$173,765 49

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For through business, 1.689 cents; for local business, 2.084 cents; for total business, 1.988 cents.

EARNINGS FOR THE YEAR—CONTINUED.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	MILES.	AMOUNT.
January, 1888,	5,628	18,926	\$1,598 54
February, 1888,	1,973	7,533	690 20
March, 1888,	5,330	17,760	1,349 99
April, 1888,	5,350	20,718	1,562 54
May, 1888,	5,243	24,050	1,470 35
June, 1888,	7,189	31,275	1,722 83
July, 1888,	9,289	37,508	2,616 27
August, 1888,	8,736	36,228	2,232 59
September, 1888,	10,042	38,235	2,249 64
October, 1888,	9,438	37,711	2,298 82
November, 1888,	5,230	21,130	1,413 20
December, 1888,	5,023	21,808	1,297 96
Total,	78,471	312,882	\$20,502 93

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS-	TOTAL.
January, 1888,	\$65 07	\$100 00	\$43 08	\$208 15
February, 1888,	65 07	100 00	106 72	165 07
March, 1888,	65 07	100 00	64 02	271 79
April, 1888,	65 07	100 00	64 46	229 09
May, 1888,	65 07	100 00	260 95	229 53
June, 1888,	65 07	100 00	284 44	426 02
July, 1888,	65 07	100 00	288 89	449 51
August, 1888,	65 07	100 00	306 09	453 96
September, 1888,	65 07	100 00	334 37	471 16
October, 1888,	65 07	100 00	319 35	499 44
November, 1888,	65 07	100 00	242 74	484 42
December, 1888,	65 07	100 00		407 81
Total,	\$780 84	\$1,200 00	\$2,315 11	\$4,295 95

RECAPITULATION.

Total passenger earnings for the year,	\$173,765 49
Total freight earnings for the year,	20,502 93
Total earnings from all other sources,	4,295 95
Total earnings for the year,	\$198,564 37

EXPENDITURES FOR OPERATING DURING THE YEAR.
CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$2,394 63	\$1,949 65	\$4,344 28
Agents,	6,434 56	310 45	6,745 01
Baggage masters,	4,854 72		4,854 72
Brakemen,	2,387 98		2,387 98
Cars, cleaning,	2,079 99		2,079 99
Car service,	15,042 96	1,948 48	16,991 44
Clerks,	2,104 33	587 96	2,692 29
Conductors and train agents,	4,718 58		4,718 58
Expenses of stations, except labor,	5,559 88	243 34	5,803 22
Heating stations,	226 81	1 09	227 90
Incidentals,	368 16	31 56	399 72
Insurance,	450 84	50 12	500 96
Labor at stations,	537 32	795 17	1,332 49
Lighting stations,	3,140 68	178 17	3,318 85
Loss and damage,	615 75	175 28	791 03
Stationery and printing,	1,994 32	443 49	2,437 81
Stations, repairs of and furniture for,	8,888 20	583 25	9,471 45
Switchmen,	918 40	106 60	1,025 00
Taxes on stations,	862 88	313 56	1,176 44
Taxes, State,	592 51	911 28	1,503 79
Telegraph expenses,	3,956 78	436 36	4,393 14
Watchmen,	2,311 93	258 38	2,570 31
Wrecks, clearing,		92 70	92 70
Total,	\$70,442 21	\$9,416 89	\$79,859 10

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemen and firemen,	\$9,025 46	\$841 81	\$9,867 27
Engine houses and machine shops, etc., repairs of,	186 03	20 66	206 69
Fuel for locomotives,	23,471 81	1,101 76	24,573 57
Laborers,	882 89	98 08	980 97
Locomotive furniture and fixtures,	164 55	18 27	182 82
Locomotives, repairs of,	8,937 09	209 73	9,146 82
Oil for locomotives,	945 40	31 06	976 46
Tallow for locomotives,	8		8
Waste for locomotives,	443 20	14 82	458 02
Water, wood and coal stations, expenses and repairs of,	63 43	7 05	70 48
Total,	\$44,119 94	\$2,343 24	\$46,463 18

MAINTENANCE OF WAY.

Ballast,			\$472 44
Bridges, repairs of,			2,910 35
Cross-ties,			1,801 51
Expenses on property,			62 92
Foreman, tool and watch houses, repairs of,			27 75
Frogs,			53 00
Incidentals,			168 00
Rails, iron,			96
Rails, steel,			258 45
Road-bed, repairs of, labor and material,			5,105 14
Snow and ice, removing,			774 48
Spikes,			67 50
Splices,			62 16
Switches,			80 00
Taxes on real estate for road,			506 09
Telegraph, repairs of,			17 57
Track, repairing,			6,213 51
Watchmen,			780 00
Total,	\$17,452 64	\$1,939 19	\$19,391 83

MAINTENANCE OF CARS.

Car shops and sheds, passenger, repairs of,	\$28 56
Car shops and sheds, freight, repairs of,	3 17
Total,	\$31 73

EARNINGS—SUMMARY.

Passenger transportation, local, \$137,869.58; through, \$35,895.91; total,	\$173,765 49
Freight transportation, local and through,	20,502 93
Mail service, \$780.84; express service, \$1,200.00; total,	1,980 84
Miscellaneous,	2,315 11
Total,	\$198,564 37

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$70,442 21	\$9,416 89	\$79,859 10
Motive power,	44,119 94	2,343 24	46,463 18
Maintenance of way,	17,452 64	1,939 19	19,391 83
Maintenance of cars,	28 56	3 17	31 73
Total operating expenses,	\$132,043 35	\$13,702 49	\$145,745 84

Earnings,	\$198,564 37
Expenses,	145,745 84
Net earnings,	52,818 53

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	4	.....	4
Employees,	1	.....	3	.....	4
Others,	2	5	2	5
Total,	1	2	12	2	13

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAIL-ROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Winfield S. Wilson.	President,	Chester county, Pa.
William W. Stephens,	Secretary and Treasurer, .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Winfield S. Wilson, .	Chester county, Pa.	Jos. W. Johnson, Jr., .	Philadelphia, Pa.
I. V. Williamson, . .	Philadelphia, Pa.	John Slingtuff, .	Norristown, Pa.
Richard Dale, . . .	Philadelphia, Pa.	George W. Longaker, .	Norristown, Pa.
John F. Gilpin, . . .	Philadelphia, Pa.	Thomas U. Walker, .	Chester county, Pa.
John A. Brown, Jr., .	Philadelphia, Pa.	C. Howard Colket, . .	Philadelphia, Pa.
Lewis Elkin,	Philadelphia, Pa.	Thomas McKean, . .	Philadelphia, Pa.

Date of annual meeting for election of directors, Monday, November 5, 1888. First Monday in November.

GENERAL INFORMATION.

Name of road: The Philadelphia, Germantown and Norristown Railroad.

By whom operated: The Philadelphia and Reading Railroad Company.

By what authority: Lease of November 10, 1870.

The general office of the company is located at No. 12 Philadelphia Exchange, Philadelphia, Pa.

For information concerning this report, address W. W. Stephens, Secretary and Treasurer, Philadelphia, Germantown and Norristown Railroad Company, No. 12 Philadelphia Exchange, Philadelphia, Pa.

How are the passenger cars on your road heated, lighted and ventilated? See Philadelphia and Reading Railroad Company's Report.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This road was chartered February 17, 1831, as the Philadelphia, Germantown and Norristown Railroad Company. It was constructed and open to travel on single track about 1833. The early records were destroyed by fire.

CAPITAL STOCK.

Amount authorized by law,	\$2,500,000 00
Amount authorized by votes of company,	2,246,900 00
Amount subscribed,	2,246,900 00
Amount now paid in, common,	2,246,900 00
Number shares issued,	44,938
Amount paid in on each share,	50
Par value of each share,	50

COST.

See Philadelphia and Reading Railroad report.

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

The railroad of this company, together with the Chestnut Hill and Plymouth Branches, was leased on the 10th day of November, 1870, to the Philadelphia and Reading Railroad Company for 999 years at an annual rental of \$269,623.34, together with \$8,000 for the purpose of maintaining the corporate organization of the company. All questions unanswered in this report should be returned by the lessees.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Philadelphia to Norristown,	17.00	17.00
Length of second main track, Germantown Branch,	3.00	3.00
Length of third main track, Plymouth Branch,	9.25	9.25
SUMMARY.		
Length of main line,	17.00	17.00
Length of branches owned by the company,	12.25	12.25
Total length of all roads owned, leased or operated,	29.25	29.25

GAUGE.

Gauge of lines, 4 ft. 8½ ins.

CROSSINGS.

Railroads crossing lines owned by the company, either over or under grade, in this Commonwealth : Philadelphia and Reading Railroad, at or near Falls of Schuylkill and at Nicetown ; New York branch of Pennsylvania Railroad, at Germantown Junction ; Pennsylvania Schuylkill Valley Railroad, at Manayunk.

EARNINGS FOR THE YEAR.

FROM ALL SOURCES.

December, 1887,	\$69,473 34
February, 1888,	249 62
March, 1888,	69,473 32
June, 1888,	69,921 63
September, 1888,	69,473 33
Total,	\$278,591 24

RECAPITULATION.

Total earnings from all sources,	\$278,591 24
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GENERAL BALANCE SHEET, 1888.

ASSETS.

Road,	\$1,139,078 84
Real estate (back account),	500,793 49
Equipment (back account),	367,988 09
Plymouth Railroad (back account),	274,495 19
European and North-Western Railroad bonds (back account),	3,000 00
Damages,	3,000 00
Temporary loan,	6,210 00
Rent,	51 26
Cash,	32,628 71
	\$2,327,245 58

GENERAL BALANCE SHEET, 1883—CONTINUED.

LIABILITIES.

Capital stock,	\$2,246,900 00
Contingent (back account),	47,535 44
Miscellaneous, etc. (back account),	237 00
Organization,	16,000 12
Interest,	6,131 52
Unpaid dividends,	10,441 50
	<u>\$2,327,245 58</u>

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original companies declared during the year: Four dividends of 3 per cent. each, viz: December 4, 1857; March 4, 1888; June 4, 1888, and September 4, 1888, equal to 12 per cent. on capital of 44,938 shares, at a par value of \$50 each (amount, \$269,628).

Paid in dividends, including back dividends, cash,	<u>\$269,953 50</u>
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PHILADELPHIA AND LEHIGH VALLEY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. N. DuBarry,	President,	Philadelphia, Pa.
Albert Hewson,	Secretary and Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John P. Green,	Philadelphia, Pa.	Edmund Smith,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.	Henry D. Welsh,	Philadelphia, Pa.
N. Parker Shortridge,	Wynnewood, Pa.	Vacaney.	

Date of annual meeting for election of directors, second Tuesday in May.

GENERAL INFORMATION.

Name of road: Philadelphia and Lehigh Valley Railroad.

By whom operated: Not in operation.

The general offices of the company are located at 233 South Fourth street, Philadelphia, Pa.

For information concerning this report, address Albert Hewson, Secretary and Treasurer, 233 South Fourth street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association filed November 22, 1883.

Letters patent dated November 22, 1883.

CAPITAL STOCK.

Amount authorized by law,	\$2,000,000 00
Amount subscribed,	200,000 00
Amount now paid in,	40,000 00
Amount paid in on each share,	10 00
Par value of each share,	50 00
Total cash realized from capital stock,	\$40,000 00

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from a connection with the Pennsylvania Schuylkill Valley Railroad, near the mouth of the Perkiomen creek, to Allentown.

Not yet constructed.

PHILADELPHIA MIDLAND RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. N. DuBarry,	President,	Philadelphia, Pa.
Albert Hewson,	Secretary and Treasurer, . . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
A. P. Burchell,	Philadelphia, Pa.	H. P. Rutter,	Philadelphia, Pa.
Lewis Neilson,	Philadelphia, Pa.	Wm. Sellers,	Philadelphia, Pa.
George E. Peabody, . . .	Philadelphia, Pa.	B. H. Taylor,	Philadelphia, Pa.

Date of annual meeting for election of directors, first Tuesday of May.

GENERAL INFORMATION.

Name of road : Philadelphia Midland Railroad.
By whom operated : Not in operation.
The general offices of the company are located at 233 South Fourth street, Philadelphia, Pa.
For information concerning this report, address Albert Hewson, Secretary and Treasurer, 233 South Fourth street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Certificate of organization filed August 18, 1835.

CAPITAL STOCK.

Amount authorized by certificate of organization filed in the office of the Secretary of the Commonwealth of Pennsylvania, August 18, 1885,	\$1,000,000 00
Amount subscribed by cost of construction,	250,000 00
Amount now paid in, common, by cost of construction,	250,000 00
Number of shares issued, account cost of construction,	5,000
Amount paid in on each share by cost of construction,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Registered bonds (due December 1, 1915 ; bear interest at 5 per cent., which is payable April 1 and October 1), amount,	\$250,000 00
Total amount of funded debt,	\$250,000 00

DEBT—CONTINUED.

By cost of construction paid for in stock and bonds at		
par,	\$482,640 56	
Cash,	17,359 44	
Total realized from capital stock and debt,		\$500,000 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from a connection with the Philadelphia and Baltimore Central Railroad at or near the Philadelphia and Delaware county line to West Chester,	22.3	22.3

PHILADELPHIA, NEWTOWN AND NEW YORK RAILROAD
COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
James Boyd,	President,	Norristown, Pa.
Howard Boyd,	Secretary and Treasurer,	Norristown, Pa.
O. C. Knipe,	Auditor,	Norristown, Pa.
Wm. N. Geary,	General Superintendent,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Austin Corbin,	Philadelphia, Pa.	A. A. McLeod,	Philadelphia, Pa.
George deB. Keim,	Philadelphia, Pa.	George R. Kaercher,	Philadelphia, Pa.
John Slingluff,	Norristown, Pa.	C. M. Heald,	Philadelphia, Pa.
S. A. Caldwell,	Philadelphia, Pa.	H. C. Norton,	Philadelphia, Pa.

Date of annual meeting for election of directors, first Monday in May.

GENERAL INFORMATION.

Name of road: Philadelphia, Newtown and New York Railroad.
The general offices of the company are located at Norristown, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted April 2, 1860.
Original name: Philadelphia and Montgomery County Railroad.

CAPITAL STOCK.

Amount authorized by law,	\$3,000,000 00
Amount authorized by votes of company,	1,200,000 00
Amount subscribed,	1,200,000 00
Amount now paid in, common,	1,200,000 00
Number of shares issued,	24,000
Amount paid in on each share,	50
Par value of each share,	50

DEBT.

FUNDED DEBT.

First mortgage bonds (due 1898; bear interest at 6 per cent.), amount,	\$700,000 00
Total cash realized from capital stock and debt,	\$1,900,000 00

COST.

Cost of roads owned to December 31, 1887,	\$1,900,000 00
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CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Erie avenue, Philadelphia, to Newtown, Bucks county,	20.9 miles.
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SUMMARY.

Length of main line,	20.9 miles.
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GAUGE.

Gauge of lines,	4 ft. 8½ in.
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TRACK.

Miles of track laid with steel rail on lines owned, leased or operated,	15 miles.
Miles of track laid with iron rail on lines owned, leased or operated,	5.9 miles.

Weight of rail per yard, { Steel,	68 & 70 lbs.
{ Iron,	54, 58 & 68 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	14
Wooden bridges, number of, 8; aggregate length,	1,670 feet.
Stone bridges, number of, 1; length,	40 feet.
Iron bridges, number of, 1; length,	23 feet.
Wooden trestles, 4; aggregate length,	1,680 feet.
Total length of bridges and trestles,	3,413 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth: North Pennsylvania and B. B. Division Philadelphia and Reading Railroad, at Bethayres (Valley Falls).

Number of crossings of highways at grade, in this Commonwealth,	24
Number of crossings of highways over railroad,	6
Number of crossings of highways under railroad,	3
Number of crossings at which gates or flagmen are maintained, . .	2
Number of crossings at which there are neither gates nor flagmen, .	22

STATIONS.

Number of stations on main line, passenger,	9
Number of engine houses and shops owned by the company,	1
Number of fuel and water stations on main line,	1

EQUIPMENT.

Average number of ears in passenger trains, including mail, express and baggage ears,	3
Average number of ears in freight trains,	25
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	70
Average weight freight trains, including locomotive and tender, in working order, in tons,	400

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	70
Same in Pennsylvania,	70

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	129,058
Number of miles run by freight and coal trains,	16,970
Total number of miles run,	146,028
Gross amount of tonnage for the year (2,000 pounds per ton),	70,854
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	20
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	25,000	Other articles,	17,154
Other iron or castings,	5,000		
Stone and lime,	13,700	Total,	70,854
Agricultural products,	10,000		

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

December, 1887,	\$4,915 26
January, 1888,	4,203 39
February, 1888,	4,175 58
March, 1888,	4,420 19
April, 1888,	5,198 14
May, 1888,	6,186 52
June, 1888,	6,749 98
July, 1888,	6,738 37
August, 1888,	6,672 31
September, 1888,	6,344 74
October, 1888,	6,135 49
November, 1888,	5,544 50
Total,	\$67,284 47

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	MERCHANDISE.	COAL.
December, 1887,	\$1,036 85	\$549 46
January, 1888,	768 88	267 46
February, 1888,	1,026 50	360 75
March, 1888,	1,091 27	155 09
April, 1888,	2,119 17	445 35
May, 1888,	2,171 74	170 08
June, 1888,	1,622 22	245 70
July, 1888,	1,085 45	379 99
August, 1888,	2,146 55	390 33
September, 1888,	1,621 61	696 07
October, 1888,	2,123 03	610 09
November, 1888,	927 00	1,186 64
Total	\$17,740 27	\$5,457 01

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
December, 1887,	\$303 57	\$89 90	\$34 03	.....
January, 1888, . . . . .	.....	61 09	56 33	.....
February, 1888, . . . . .	.....	50 86	38 57	.....
March, 1888, . . . . .	.....	50 00	55 82	.....
April, 1888,	284 17	44 05	51 94	.....
May, 1888, . . . . .	.....	67 00	68 83	.....
June, 1888, . . . . .	.....	85 39	79 75	.....
July, 1888,	303 57	113 30	35 09	.....
August, 1888, . . . . .	.....	84 22	44 33	.....
September, 1888,	303 57	82 06	115 55	.....
October, 1888, . . . . .	.....	79 07	31 11	.....
November, 1888, . . . . .	.....	77 79	12 95	.....
Total,	\$1,194 88	\$884 73	\$624 30	\$2,703 91

RECAPITULATION.

Total passenger earnings for the year,	\$67,284 47
Total freight earnings for the year,	23,197 28
Total earnings from all other sources,	2,703 91

Total receipts from all sources on whole length of line, \$93,185 66

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Agents,	\$3,000 00
Baggage masters,	1,800 00
Brakemen,	2,000 00
Car service,	8,520 10
Conductors,	3,000 00
Dispatchers,	200 00
Heating stations, incidentals, insurance, labor at stations, legal expenses, lighting cars, lighting stations, loss and damage, mail expenses, oil for lamps and stationery and printing,	5,574 57
Taxes on stations and State taxes,	1,106 72
Miscellaneous,	1,730 54
Total,	\$26,931 93

MOTIVE POWER.

Enginemmen and firemen, passenger and freight,	\$8,000 00
Engine houses and machine shops, etc., repairs of, fuel for heating, fuel for locomotives, incidentals, laborers, locomotive furniture and fixtures, locomotives, repairs of, oil for locomotives, sand for locomotives, stationery and printing, tallow for locomotives, taxes on engine houses and shops, tools and machinery, repairs of, waste for locomotives, watchmen, and water, wood and coal stations, expenses and repairs of,	27,109 19
Total,	\$35,109 19

MAINTENANCE OF WAY.

Cross-ties,	\$3,453 92
Incidentals,	4,000 00
Rails, steel,	12,469 94
Splices,	459 55
Superintendents and supervisors,	1,080 00
Tools and repairs of tools,	1,000 00
Track, repairing,	16,605 57
Total,	\$39,068 28

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$67,287 47
Freight transportation, local and through,	23,197 28
Mail service, \$1,194.88; express service, \$884.73; total,	2,079 61
Miscellaneous,	624 30
Total,	<u>\$93,185 66</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$26,931 93
Motive power,	35,109 19
Maintenance of way,	39,068 28
General expenses,	3,548 07
Total operating expenses,	<u>\$104,657 47</u>

Operating expenses, 112 per cent. of earnings.

Earnings per mile of road operated,	\$4,458 68
Earnings per mile of road operated,	5,007 53
Deficit,	<u>11,471 81</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$1,900,000 00
Material,	7,564 64
Cash,	57,233 27
Balance due,	11,301 26
Deficit,	175,026 79
	<u>\$2,151,125 96</u>

LIABILITIES.

Capital stock,	\$1,200,000 00
Funded debt,	700,000 00
Balance due,	251,125 96
	<u>\$2,151,125 96</u>

EXPRESS COMPANIES.

Names of express companies that run on the road: Adams.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service: \$1,214.28.

PHILADELPHIA AND READING RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Austin Corbin,	President,	Philadelphia, Pa.
A. A. McLeod,	Vice Pres. and Gen. Man., . .	Philadelphia, Pa.
W. R. Taylor,	Secretary,	Philadelphia, Pa.
W. A. Church,	Treasurer,	Philadelphia, Pa.
H. K. Nichols,	Chief Engineer,	Philadelphia, Pa.
I. A. Sweigard,	General Superintendent, . .	Philadelphia, Pa.
R. B. Cable,	Division Superintendent, . .	Reading, Pa.
M. F. Bonzano,	Division Superintendent, . .	Philadelphia, Pa.
H. W. Tracy,	Division Superintendent, . .	Pine Grove, Pa.
C. M. Lawler,	Division Superintendent, . .	Williamsport, Pa.
W. G. Yetter,	Division Superintendent, . .	Catawissa, Pa.
A. M. Wilson,	Division Superintendent, . .	Columbia, Pa.
L. B. Paxson,	Supt. M. P. and R. E., . . .	Reading, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. J. Antelo,	Philadelphia, Pa.	George de B. Keim, . .	Philadelphia, Pa.
Samuel R. Shipley, . .	Philadelphia, Pa.	Stephen A. Caldwell, . .	Philadelphia, Pa.
Thomas Coehran,	Philadelphia, Pa.	George F. Baer,	Reading, Pa.

Date of annual meeting for election of directors, second Monday in January of each year.

GENERAL INFORMATION.

Name of road: The Philadelphia and Reading Railroad Company.

By whom operated: The Philadelphia and Reading Railroad Company.

By what authority: Under the laws of the State of Pennsylvania.

The general offices of the company are located at 227 South Fourth street, Philadelphia, Pa.

For information concerning this report, address William A. Church, Treasurer Philadelphia and Reading Railroad Company.

How are the passenger cars on your road heated, lighted and ventilated? Cars of this company are heated by stoves, Wooten heater and Baker water heater; lighted by gas and oil lamps, and ventilated by Howard ventilators and sash ventilators in the clear story.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Philadelphia and Reading Railroad Company, organized April 4, 1833.

CAPITAL STOCK.

Amount authorized by law, unlimited.

Amount now paid in, \$39,480,361 78

Number of shares issued, 789,607 ²³⁵⁶/₁₀₀₀₀

Amount paid in on each share, 50 00

Par value of each share, 50 00

DEBT.

FUNDED DEBT.

Detail of Funded Liabilities and stock as shown condensed on the Balance Sheet.

Prior mortgage loans :	
Six per cent. £ mortgage loan, 1843-1910, coupon, . . .	£967,200 00
Six per cent. mortgage loan, 1843-1910, coupon, . . .	545,500 00
Six per cent. mortgage loan, 1844-1910, coupon, . . .	795,000 00
Six per cent. mortgage loan, 1848-1910, coupon, . . .	92,000 00
Six per cent. mortgage loan, 1849-1910, coupon, . . .	67,000 00
Four and one-half per cent. mortgage converted loan, 1857-86, coupon,	1,000 00
Four and one-half per cent. mortgage converted loan, 1857-1910, coupon,	78,000 00
Seven per cent. mortgage loan, 1868-93, coupon, . . .	2,700,000 00
	<hr/> £5,245,700 00
Consolidated mortgage loan, 1871-1911 :	
Six per cent. gold, \$ or £, coupon,	\$6,999,000 00
Six per cent. gold, coupon,	305,000 00
Six per cent. gold, registered,	858,000 00
Seven per cent., registered,	3,339,000 00
Seven per cent., coupon,	7,310,000 00
	<hr/> 18,811,000 00
Improvement mortgage loan, 1873-97 :	
Six per cent. gold, \$ or £, coupon,	9,364,000 00
Income mortgage or loan, 1876-96 :	
Seven per cent., coupon,	2,000 00
Five per cent. consols, mortgage loan, 1882-1922, first series :	
Five per cent. gold, coupon,	\$5,765,500 00
Five per cent. gold, fractional scrip,	2,952 00
	<hr/> 5,768,452 00
Five per cent. consols, mortgage loan, 1883-1933, second series :	
Five per cent. gold, coupon,	\$1,000 00
Five per cent. gold, fractional scrip,	535 00
	<hr/> 1,535 00
General mortgage loan, 1888-1958 :	
Four per cent. gold, coupon,	\$30,426,000 00
Four per cent. gold, registered,	2,357,000 00
Four per cent. gold, fractional scrip,	403,214 01
	<hr/> 33,186,214 01
First preference income mortgage loan, 1888-1958 :	
Five per cent. gold, coupon,	\$23,254,000 00
Five per cent. gold, fractional scrip,	687,247 17
	<hr/> 23,941,247 17
Second preference income mortgage loan, 1888-1958 :	
Five per cent. gold, coupon,	\$15,829,000 00
Five per cent. gold, fractional scrip,	336,852 85
	<hr/> 16,165,852 85
Third preference income mortgage loan, 1888-1958 :	
Five per cent. gold, coupon,	\$17,369,000 00
Five per cent. gold, fractional scrip,	1,206,638 81
	<hr/> 18,575,638 81
	<hr/> \$131,061,639 84
Bonds and mortgages on real estate,	2,158,792 15
	<hr/>
Total mortgage loans,	\$133,220,431 99
Convertible adjustment scrip, 1883-88 :	
Six per cent., coupon,	5,015 00
Car trust certificates, issue of February 15, 1883, coupon,	1,000,000 00
Car trust certificates, issue of March 15, 1884, coupon,	612,000 00
Car trust certificates, issue of July 1, 1887, coupon,	1,080,000 00

DEBT—CONTINUED.

Debenture loans :

Six per cent., 1868-93, coupon,	\$8,800 00	
Six per cent., 1878-98, coupon,	1,400 00	

\$10,200 00

Debenture convertible loans :

Seven per cent., 1873-93, coupon,		24,100 00
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Debenture and guarantee scrip :

Six per cent., 1877-82,		12,135 00
Stock,	\$1,807,961 78	
Voting trustees, certificates for stock,	37,672,400 00	

39,480,361 78

Deferred income bonds :

Deferred income bonds (nominal par, \$25,304,983.30),	\$7,591,495 00	
Scrip for deferred income bonds (nominal par, \$263,106.97),	78,932 09	

7,670,427 09

\$183,114,670 86

Total amount of funded debt, as per statement attached,	\$143,634,309 08
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UNFUNDED DEBT.

Total amount of unfunded debt,	801,749 00
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Total amount of funded and unfunded debt,	\$144,436,058 08
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Funded debt as per last report,	\$99,758,179 72
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Unfunded debt as per last report,	17,000 00
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Total cash realized from capital stock and debt,	183,114,670 86
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COST.

Total cost of railroads, wharves and terminals,	\$83,459,347 67
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Average of same per mile of road laid,	255,227 36
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Average of same per mile of single track,	101,297 91
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Proportion of same for Pennsylvania, all in Pennsylvania.

Total cost of equipment owned,	12,637,703 71
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Average cost of equipment per mile of road owned by the company,	38,647 41
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Average cost of equipment per mile of road operated by company, .	14,989 56
---	-----------

Proportion of same for Pennsylvania, all in Pennsylvania.

Cost of road and equipment per mile (of road owned by company,)	293,874 77
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Proportion of same for Pennsylvania, all in Pennsylvania.

Total cost of roads and equipment,	96,097,051 38
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Proportion of same for Pennsylvania, all in Pennsylvania.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penna.
Length of main line, from Broad and Callowhill streets Philadelphia to West Falls, Wayne Junction to Tabor Junction, Port Richmond to Mt. Carbon,	98.4	98.4
Length of second main track,	98.4	98.1

CHARACTERISTICS OF ROAD—CONTINUED.

BRANCHES.		MILES.	
		Whole length.	Length in Penn'a.
Northern Liberties and Penn Township Branch, from Broad street Philadelphia to Delaware river,	Length of road,	1.4	1.4
	Length of double track,	1.4	1.4
Port Kennedy Branch from Port Kennedy to Cedar Hill Lime Kilns, Pa.,	Length of road,	1.2	1.2
	Length of single track,	1.2	1.2
Lebanon Valley Branch, from Reading, Pa., to Harrisburg, Pa.,	Length of road,	53.7	53.7
	Length of single track,	9.2	9.2
	Length of double track,	44.5	44.5
Labanon and Tremont Branch, from Lebanon Pa., to Brookside, Pa.,	Length of road,	42.2	42.2
	Length of single track,	42.2	42.2
Schuylkill and Susquehanna Branch, from Auburn, Pa., to Rockville, Pa.,	Length of road,	53.4	53.4
	Length of single track,	53.4	53.4
Mt Carbon Branch, from Mt. Carbon to Wadesville and Mt. Laffa, Pa.,	Length of road,	8.5	8.5
	Length of single track,	8.5	8.5
Mahanoy and Shamokin Branch, from New Castle and Mahanoy City to Port Trevorton,	Length of road,	64.6	64.6
	Length of single track,	45.3	42.3
	Length of double track,	19.3	19.3
Moselem Branch, from Leesport, Pa., to Leesport Iron Company's works,	Length of road,	1.7	1.7
	Length of single track,	1.7	1.7
West Reading Branch, from intersection with Lebanon Valley Branch near Third street, Reading, to foot of Sixth street, Reading,	Length of road,	1.9	1.9
	Length of single track,	1.9	1.9
LEASED ROADS.			
Colebrookdale Railroad, from Pottstown, Pa., to Barto, Pa.,	Length of road,	12.8	12.8
	Length of single track,	12.8	12.8
Pickering Valley Railroad, from Phoenixville, Pa., to Byers, Pa.,	Length of road,	11.3	11.3
	Length of single track,	11.3	11.3
East Pennsylvania Railroad, from Reading, Pa., to Allentown, Pa.,	Length of road,	36.0	36.0
	Length of single track,	17.5	17.5
	Length of double track,	18.5	18.5
Allentown Railroad, from Topton, Pa., to Kutztown, Pa.,	Length of road,	4.5	4.5
	Length of single track,	4.5	4.5
Little Schuylkill Railroad, from Port Clinton, Pa., to Tamanend and Reevesdale, Pa.,	Length of road,	28.1	28.1
	Length of single track,	28.1	28.1
Mine Hill and Scuykill Haven Railroad, from Schuylkill Haven to Locust Gap Junction, Pa., Tremont and New Lincoln,	Length of road,	52.9	52.9
	Length of single track,	29.5	29.5
	Length of double track,	23.4	23.4
Mt. Carbon and Port Carbon Railroad, from Mt. Carbon, Pa., to Port Carbon, Pa.,	Length of road,	2.5	2.5
	Length of double track,	2.5	2.5
Mill Creek Railroad, from Mill Creek Junction, Pa., to New Castle, Pa.,	Length of road,	3.8	3.8
	Length of double track,	3.8	3.8
Schuylkill Valley Railroad, from Point Carbon, Pa., to Reevesdale, Pa.,	Length of road,	11.0	11.0
	Length of single track,	5.7	5.7
	Length of double track,	5.3	5.3
East Mahanoy Railroad, from connection with Nesquehoning Valley Railroad to East Mahanoy tunnel; East Mahanoy Junction, Pa., to St. Nicholas, Pa.,	Length of road,	14.1	14.1
	Length of single track,	11.5	11.5
	Length of double track,	2.6	2.6
Shamokin, Sunbury and Lewisburg Railroad, from West Milton, Pa., to Shamokin, Pa.,	Length of road,	31.1	31.1
	Length of single track,	31.1	31.1
Philadelphia, Germantown and Norristown Railroad, from Philadelphia, Pa., to Chestnut Hill, Pa., Norristown, Pa., Oreland, Pa.,	Length of road,	33.5	33.5
	Length of single track,	13.1	13.1
	Length of double track,	20.4	20.4
Catawissa Railroad, from Tamanend, Pa., to Newberry Junction, Pa.,	Length of road,	96.5	96.5
	Length of single track,	94.9	94.9
	Length of double track,	1.6	1.6
Philadelphia and Chester Railroad, from Gray's Ferry, Pa., to Thnrlow, Pa.,	Length of road,	14.2	14.2
	Length of single track,	9.3	9.3
	Length of double track,	4.9	4.9
North Pennsylvania Railroad, from Front and Noble streets, Philadelphia, to Bethlehem, Pa.; Lansdale, Pa., to Doylestown, Pa.; Jenkintown, Pa., to centre Delaware river.	Length of road,	86.4	86.4
	Length of single track,	10.7	10.7
	Length of double track,	75.7	75.7
Delaware and Bonnd Brook Railroad, from center of Delaware river to Bonnd Brook, N. J.; Trenton Junction, N. J., to Trenton, N. J.,	Length of road,	33.0	33.0
	Length of single track,	6.0	6.0
	Length of double track,	27.0	27.0
Norristown Junction Railroad, from Mill street, Norristown, Pa., to Marshall street, Norristown, Pa.,	Length of road,	0.4	0.4
	Length of double track,	0.4	0.4
Schuylkill and Lehigh Railroad, from connection with W. and N. Railroad, near Reading, Pa., to Slatington, Pa.,	Length of road,	44.0	44.0
	Length of single track,	44.0	44.0

CHARACTERISTICS OF ROAD—CONTINUED.

MAIN LINE.	MILES.	
	WHOLE LENGTH.	LENGTH IN PENN'A.
SUMMARY.		
Length of main line.	98.4	98.4
Length of branches owned by the company,	228.6	228.6
Length of leased roads,	516.1	483.1
Length of operated roads,	212.9	129.3
Total length of all roads owned, leased and operated,	1,056.0	939.4
Length of second track,	351.3	322.7
Length of sidings and other tracks not above enumerated,	705.6	675.7
Length of all tracks,	2,112.9	1,937.8

GAUGE.

Gauge of lines, 4 ft. 8½ in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	1,124.3	1,034.8
Miles of track laid with iron rail on lines owned, leased or operated, .	988.6	903.0

Weight of rail per yard, { Steel, 56, 60, 64, 66, 68, 70, 76 and 90 lbs.
 { Iron, 40, 45, 50, 56, 60, 62, 64, 68 and 70 lbs.

TELEGRAPH LINES.

Length of lines in miles, 94.3; in Pennsylvania, 94.3
 Number of miles of wire, 588.42; in Pennsylvania, 523.92

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . 330
 Wooden bridges, number of, 93; length, 5,570 feet.
 Stone bridges, number of, 107; aggregate length, 8,278 feet.
 Iron bridges, number of, 65; aggregate length, 5,816 feet.
 Wooden trestles, number of, 65; aggregate length, 5,350 feet.

Total length of bridges and trestles, 25,014 feet.

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth: River Front Railroad, at Willow street and Delaware avenue; Philadelphia and Trenton Railroad, at Trenton avenue, Philadelphia; Mine Hill and Schuylkill Haven Railroad, at Schuylkill Haven; Cornwall Railroad, at Lebanon; Northern Central Railroad, at Herndon.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Connecting, Pennsylvania Railroad, at West Spring Garden water works, Philadelphia; North Pennsylvania Railroad, at 600 feet north of Second street, Philadelphia; Connecting, Pennsylvania Railroad, at 800 feet north of Sixth street, Philadelphia; Philadelphia, Germantown and Norristown Railroad, at Nicetown; Philadelphia, Germantown and Norristown Railroad, at one mile east of West Falls; Philadelphia, Germantown and Chestnut Hill Railroad, at one-half mile west of Nicetown; Pennsylvania Schuylkill Valley Railroad, at 1200 feet below West Manayunk; Pennsylvania Schuylkill Valley Railroad, at 1200 feet above Phoenixville; Pennsylvania Schuylkill Valley Railroad, at one mile west of Reading; Meily's Furnace Track Railroad, at Lebanon; Cornwall and Lebanon Railroad, at Lebanon; Pennsylvania Schuylkill Valley Railroad, at one-half mile south of Tuckerton; Schuylkill and Lehigh Railroad, at one-half mile south of Tuckerton;

Pennsylvania Schuylkill Valley Railroad, at one-half mile south of Port Clinton tunnel; Pennsylvania Schuylkill Valley Railroad, at one mile south of Auburn; Pennsylvania Schuylkill Valley Railroad, at one-half mile above New Castle; Lehigh Valley Railroad, at Kohinoor Colliery; Lehigh Valley Railroad, at Big Mine Run; Lehigh Valley Railroad, at Connor Colliery; Lehigh Valley Railroad, at Shenandoah; Mine Hill and Schuylkill Haven Railroad, at Locust Gap Junction; Mine Hill and Schuylkill Haven Railroad, at Big Mine Run; Northern Central Railroad, at Exeelsior; Pennsylvania Railroad, at Boston Run; Pennsylvania Railroad, at Shenandoah.

Number of crossings of highways at grade, in this Commonwealth,	1,302
Number of crossings of highways over railroad,	174
Number of crossings of highways under railroad,	176
Number of crossings at which gates or flagmen are maintained,	198
Number of crossings at which there are neither gates nor flagmen,	1,104

Statement of regulations governing employes in regard to these crossings: Crossing watchmen are required to stand fairly on the crossing, on the approach of an engine of train, and must give warning to persons on foot and to drivers of street cars, wagons or other vehicles in ample time to prevent them from attempting to cross until the engine or train has passed. They must not in any case give signal to the drivers of street cars to proceed, but must give such signal to the drivers of every other class of vehicle, when the crossing is clear for them to pass.

They must be upon the crossing at all times while on duty, and must have their green flag conspicuously displayed during the day-time, and their green light at night.

They must commence using the light as early in the evening as may be required to make their signal clearly observable.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line: Passenger and freight,	43	43
Number of stations on branches: Passenger and freight,	52	52
Number of stations on leased roads; passenger and freight,	171	163
Number of engine houses and shops owned by the company,	25	25
Number of fuel and water stations on main line,	31	31
Number of fuel and water stations on branches,	38	38
Number of fuel and water stations on leased roads,	111	109
Number of tunnels on all lines owned by the company,	3	3
Aggregate length of tunnels,	4,477	4,477

Material of foundation upon which track is laid: Crushed stone, coal and furnace cinder, coal dirt and gravel; wooden cross-ties.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Cars, transportation department, 8-wheel,	26	\$813 25
Cars, transportation department, 4-wheel,	265	261 41
Locomotives,	661	7,968 56
Passenger cars, first-class,	390	4,331 49
Passenger cars, second-class,	87	1,677 24
Total passenger cars,	477	3,849 84
Baggage, mail and express cars,	87	1,014 26
Coal cars, 8-wheel,	10,820	233 43
Coal cars, 4-wheel,	5,666	58 80
Freight cars, 16-wheel,	1	600 00
Freight cars, 12-wheel,	1	1,081 00
Freight cars, 8-wheel,	7,592	320 50
Freight cars, 4-wheel,	260	47 59
Total freight cars,	7,854	311 60
Steamboats (including ferry boats and tugs),	16	61,781 25
Floating equipment, other than "steamboats,"	66	2,021 21
Cars, roadway department, 8-wheel,	60	261 08
Cars, roadway department, 4-wheel,	416	78 42
Hand cars and hand trucks,	512	21 50

CHARACTERISTICS OF ROAD—CONTINUED.

Train brake in use : Westinghouse automatic air brake.	
Average number of cars in passenger trains, including mail, express and baggage cars,	4
Average number of cars in freight trains,	14
Average weight of passenger trains, including locomotive and tender, in working order, in tons (2,000),	186
Average weight of coal trains, including locomotive and tender, in working order, in tons (2,240),	827
Average weight of freight trains, including locomotive and tender, in working order, in tons,	318

EMPLOYES.

Average number of persons regularly employed by company, including officials,	15,053
Same in Pennsylvania,	14,222

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	3,956,915
Number of miles run by freight and coal trains,	6,831,404
Total number of miles run,	10,788,319
Number of passengers carried one mile in Pennsylvania,	165,540,858
Number of tons of 2,000 pounds of merchandise and coal carried one mile on main line and branches, including materials for use of road,	1,462,267,677
Number of tons of 2,000 pounds of merchandise and coal carried one mile in Pennsylvania, including materials for use of road,	1,418,586,864
Gross amount of tonnage for the year (2,000 pounds per ton), including materials for use of road and weight of passengers,	21,530,395

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	9,791,397	Merchandise and manufactures,	1,355,178
Bituminous coal and coke,	1,534,544	Live stock,	74,203
Petroleum and other oils,	173,693	Lumber,	665,073
Pig iron,	720,379	Other articles and express goods, company's merchandise and materials, passengers, baggage, etc.,	3,054,980
Railroad iron,	97,482		
Other iron or castings,	672,848		
Iron and other ores,	1,057,326		
Stone and lime,	972,097		
Agricultural products,	1,361,190	Total,	21,530,395

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For freight and tolls on merchandise per ton of 2,000 pounds per mile,	1.290 cents.
For freight and tolls on coal per ton of 2,240 pounds per mile,	1.117 cents.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
December, 1887,	1,263,495	13,267,314	\$267,267 46
January, 1888,	1,085,921	11,196,287	221,307 77
February, 1888,	1,042,597	10,776,186	213,730 78
March, 1888,	1,118,666	11,357,326	226,418 55
April, 1888,	1,281,262	13,244,018	257,591 00
May, 1888,	1,370,485	14,425,614	286,782 97
June, 1888,	1,423,627	16,289,760	307,655 62
July, 1888,	1,567,254	19,090,553	361,454 87
August, 1888,	1,585,966	19,358,027	357,492 40
September, 1888,	1,447,201	16,700,913	327,922 46
October, 1888,	1,453,298	16,178,528	312,220 94
November, 1888,	1,336,067	14,016,163	267,444 71
Total,	15,975,839	175,900,689	\$3,407,289 53

EARNINGS FOR THE YEAR—CONTINUED.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	MERCHANDISE.			COAL.		
	TONS. 2,000 Pounds.	TONS ONE MILE. 2,000 Pounds.	AMOUNT.	TONS. 2,240 Pounds.	TONS ONE MILE. 2,240 Pounds.	AMOUNT.
December, 1887,	608,884.19	32,695.462	\$445,886 77	707,160.09	68,595.768	\$815,890 99
January, 1888,	567,285.17	30,219.083	370,573 92	250,756.03	19,150.611	190,854 17
February, 1888,	563,366.14	29,332.535	385,187 81	404,888	36,077.434	423,379 96
March, 1888,	548,305	29,811.385	399,451 41	707,977.02	68,972.287	814,556 42
April, 1888,	651,039.06	33,446.937	467,879 58	833,391.01	80,424.924	886,701 79
May, 1888,	720,810.16	37,637.591	529,850 00	838,137.12	80,892.706	845,679 23
June, 1888,	662,171	34,355.008	485,864 72	877,208.04	80,901.493	864,792 22
July, 1888,	655,950.04	35,332.031	451,475 16	890,198	79,460.434	85,095 46
August, 1888,	716,068.06	40,503.222	511,388 28	964,143	84,864.473	951,843 23
September, 1888,	694,572.02	40,267.715	519,004 54	897,929.10	80,331.509	914,899 22
October, 1888,	801,431.03	50,301.728	593,758 12	1,053,913.07	88,198.349	1,013,347 40
November, 1888,	679,901.18	42,001.776	460,976 11	953,716.14	80,387.456	898,720 59
Total,	7,867,787.05	435,904.463	\$5,621,296 45	9,379,419.02	848,257,474	\$9,478,760 68

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	STEAM COL- LIERS AND COAL BARGES.	MISCELLA- NEOUS AND SHIPPING.	TOTAL.
December, 1887,	\$5,208 95	\$46,362 13	\$111,447 84	.....
January, 1888,	5,208 95	31,380 47	109,263 71	.....
February, 1888,	5,186 49	32,663 25	45,722 17	.....
March, 1888,	5,208 95	45,663 23	87,451 84	.....
April, 1888,	5,154 66	73,069 46	130,602 18	.....
May, 1888,	5,140 14	69,767 78	101,808 70	.....
June, 1888,	5,140 03	60,577 61	94,990 65	.....
July, 1888,	5,150 58	56,682 84	171,955 20	.....
August, 1888,	5,154 91	66,208 41	92,605 99	.....
September, 1888,	5,154 66	60,595 78	81,119 79	.....
October, 1888,	5,154 66	78,497 12	122,578 75	.....
November, 1888,	5,154 66	79,070 58	177,844 38	.....
Total,	\$62,017 64	\$700,538 66	\$1,327,391 20	\$2,089,947 50

RECAPITULATION.

Total passenger earnings for the year,	\$3,407,289 53
Total merchandise and coal earnings for the year,	15,100,057 13
Total earnings from all other sources,	2,089,947 50

Total earnings for the year,	\$20,597,294 16
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Proportion of receipts in Pennsylvania,	\$19,212,479 94
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EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Agents, officers, clerks, etc.,	\$673,868 89
Engineers, conductors, firemen, brakemen, plane hands, etc., . . .	3,020,653 76
Expenses of stations, except labor,	66,226 58
Labor at stations,	263,011 49
Stationery, printing, advertising, etc.,	58,802 42
Telegraph expenscs,	95,184 32
Watchmen at depots, signal towers, etc.,	292,659 71
Expenses of water, ice, gas, telephones, etc.,	198,561 38
Total,	\$4,668,968 55

MOTIVE POWER.

Fuel for locomotives,	\$827,999 54
Locomotives, repairs of,	779,514 73
Oil for locomotives and cars,	70,044 88
Tallow, lard, cotton waste, etc., for locomotives and cars,	30,910 98
Tools and machinery, repairs of,	19,505 85
Total,	\$1,727,975 98

MAINTENANCE OF WAY.

Ballast,	\$113,232 32
Bridges, repairs of,	99,187 96
Clerks, officers, etc.,	66,518 00
Cross-ties,	237,802 38
Frogs,	20,554 04
Incidentals, stationery, printing, furniture, etc.,	4,326 38
Oil, tallow, waste, etc.,	6,405 32
Rails, iron and steel,	113,224 58
Buildings, depots and fixtures, repairs of,	178,403 58
Snow and ice removing, etc.,	82,411 33

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

Spikes,	13,029 41
Splices,	74,961 03
Switches,	52,629 71
Tools and repairs of tools, and hardware.	20,430 85
Track, road bed, etc., repairing, labor and materials,	815,795 00
Watchmen,	36,267 36
Wharves,	20,385 04
Total,	<u>\$1,956,464 29</u>

MAINTENANCE OF CARS.

Cars, repairs of merchandise and coal,	\$672,452 27
Cars, repairs of passenger, baggage, express and postal,	215,677 61
Total,	<u>\$888,129 88</u>

GENERAL EXPENSES.

Insurance,	\$4,280 08
Profit and loss, damages, etc.,	308,794 66
Rent of laterals, etc.,	2,772,905 93
Repairs to company's property rented,	43,057 20
Salaries of president, other officers, clerks, etc.,	365,552 65
Steam colliers and coal,	572,906 96
Shipping expenses, Port Richmond and East Port,	225,133 15
Taxes on property,	126,914 06
Taxes on gross receipts and capital stock,	139,697 76
Total,	<u>\$4,559,242 45</u>

EARNINGS—SUMMARY.

Passenger transportation,	\$3,407,289 53
Freight, merchandise and coal, transportation,	15,100,057 13
Mail service,	62,017 64
Miscellaneous, steam colliers and coal barges,	2,027,929 86
Total,	<u>\$20,597,294 16</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$4,668,968 55
Motive power,	1,727,975 98
Maintenance of way,	1,956,464 29
Maintenance of cars,	888,129 88
General expenses,	4,559,242 45
Total operating expenses,	<u>\$13,800,781 15</u>

Operating expenses, including steam colliers and coal barges, 67 per cent. of earnings.

Earnings per mile of road operated,	\$23,599 52
Expenses per mile of road operated,	15,689 57
Net earnings,	<u>6,796,513 01</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Railroads, wharves and terminals:

Main line (Philadelphia and Reading Railroad), Northern Liberties and Penn Township, Port Kennedy, Lebanon Valley, Lebanon and Tremont, Schuylkill and Susquehanna, Mahanoy and Shamokin, Moselem and West Reading branches; value of company's leasehold interests (comprising 823.9 miles of single track and sidings owned, and 1,016.2 miles leased, making a total of 1,840.1 miles, of which excluding main line tracks between City avenue and Columbia bridge, 183.5 miles are within the city limits of Philadelphia); depots, stations, warehouses, Port Richmond wharves, and all other wharves, yards and terminals, \$78,734,431 00

Railroad equipment:

Locomotive engines and cars (there has been deducted since last report for depreciation \$4,624,073.40, leaving present value as stated). 12,637,703 71

Real estate:

Real estate owned by the company, 4,724,916 67

NOTE.—In former reports, depots were valued at \$4,781,138.36, and real estate at \$8,631,372.33. In this statement all depots, rights of way, wharves, yards and real estate appertenant to the railroad are included in item "Railroads, etc."

Steam colliers and floating equipment (as revalued), 1,237,210 77

Philadelphia and Reading Coal and Iron Company:

Investment of Railroad Company in Coal and Iron Company being the excess of assets over liabilities, and represented by stocks, bonds and accounts held by Railroad Company as per balance sheet of Coal and Iron Company, 72,615,374 19

Railroads and canal leases under reorganization plan:

Schuylkill Navigation Company, value based upon securities issued under plan, \$7,449,610 28

Susquehanna Canal Company, value based upon securities issued under plan, 1,376,041 81

Colbrookdale Railroad Company, value based upon securities issued under plan, 307,001 05

Pickering Valley Railroad Company, value based upon securities issued under plan, : 176,996 40

9,309,649 54

Bonds and stocks owned by company, carefully appraised market value, 14,734,744 19

Bonds and stocks of leased lines, deposited with Pennsylvania Company for insurance, etc., trustee, 1,351,776 72

\$195,345,806 79

Cash on hand, 532,525 96

Bills receivable, 90,761 13

Freight and toll bills, 945,116 42

Materials on hand, 901,127 17

Debts due to the company:

By leased or controlled companies for advances absolutely good, . . 2,651,524 83

By connecting railroad companies, 218,502 69

Account current business, 665,359 65

Sundry debits, 94,918 23

Suspense accounts, 2,673,684 93

\$204,119,327 80

LIABILITIES.

Mortgage loans prior to improvement mortgage,	\$24,056,700 00
Improvement mortgage loan, 1873-97,	9,364,000 00
Income mortgage loan, 1876-96,	2,000 00
5 per cent. consuls mortgage loan, 1882-1922, first series,	5,768,452 00
5 per cent. consuls mortgage loan, 1883-1933, second series,	1,535 00
General mortgage loan, 1888-1958,	33,186,214 01
First preference income mortgage loan, 1888-1958,	23,941,247 17
Second preference income mortgage loan, 1888-1958,	16,165,822 85
Third preference income mortgage loan, 1888-1958,	18,575,638 81
Bonds and mortgages on real estate,	2,158,792 15
Total mortgage loans,	\$183,220,431 99
Convertible adjustment scrip,	5,015 00
Car trust certificates,	2,692,000 00
Debenture loans,	\$10,200 00
Debenture convertible loans,	24,100 00
	34,300 00
Debenture and guarantee scrip,	12,135 00
Common stock,	39,480,361 78
Deferred income bonds (nominal par \$25,568,090 30), actual money received on sale,	7,670,427 09
	\$183,114,670 86
Bills payable (notes of company outstanding),	200,000 00
Instalments on purchase of sixty locomotives, payable quarterly during five years,	601,749 00
Debts due by the company :	
To leased roads and canals account rent, due and uncollected, . . .	75,695 34
To interest and dividends due and uncollected,	697,612 90
Interest and rentals accrued to date but not yet payable,	1,412,741 52
Connecting railroad companies,	450,296 79
Account current business,	324,316 19
Wages, materials, etc.,	1,176,286 63
State tax on gross receipts and capital stock,	96,543 34
Rent of leased lines and properties adjusted but not yet closed, . . .	801,355 77
Balance carried to and held for account of future adjustment and suspense account,	10,714,680 75
Gross profit per report of November 30, 1887,	\$2,203,056 47
Gross profit for year ending November 30, 1888,	2,250,322 24
	4,453,378 71
	<u>\$204,119,327 80</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. Adams Express Company. Railroad company furnishes cars and motive power, for which express company pays a percentage of its gross receipts.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. No transportation companies do business between local points on railroad or branches other than lines of cars belonging to different railroad companies interchanging business with us.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? See answer to previous question.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor. No.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates: Sleeping cars of the Woodruff Sleeping and Parlor Coach Company, the Pullman Palace Car Company, and the Philadelphia and Reading Railroad Company are run. The charges for use of the berths in the Woodruff and Pullman cars are collected by the owners. The Philadelphia and Reading Railroad Company's cars are run between Philadelphia and Williamsport, and the rate charged is two dollars per berth, without regard to distance.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$62,282 69 per annum. No contracts. Terms vary on the different branches.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		8	2	1	2	9
Employes,	24	31	49	26	73	57
Others,	10	14	102	45	112	59
Total,	34	53	153	72	187	125

PHILADELPHIA AND READING TERMINAL RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Austin Corbin,	President,	Philadelphia, Pa.
A. A. McLeod,	Vice President,	Philadelphia, Pa.
W. R. Taylor,	Secretary,	Philadelphia, Pa.
W. A. Church,	Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
A. A. McLeod,	Philadelphia, Pa.	S. A. Caldwell,	Philadelphia, Pa.
J. R. Maxwell,	New York, N. Y.	Wharton Barker,	Philadelphia, Pa.
J. D. Campbell,	New York, N. Y.	T. Morris Perot,	Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Philadelphia and Reading Terminal Railroad Company. Date of charter April 13, 1888. Road in course of construction.

CAPITAL STOCK.

Amount authorized by law,	\$300,000 00
Amount authorized by votes of company,	300,000 00
Amount subscribed,	300,000 00
Amount now paid in, common,	30,000 00
Number of shares issued,	6,000
Amount paid in on each share,	5 00
Par value of each share,	50 00

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cash,	\$2,333 86
Sundries,	27,666 14
	<u>\$30,000 00</u>

LIABILITIES.

Stock,	<u>\$30,000 00</u>
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PHILADELPHIA AND TRENTON RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
W. Hasell Wilson,	President,	Philadelphia, Pa.
James R. McClure,	Secretary,	Philadelphia, Pa.
Wm. Taylor,	Treasurer,	Cambridge, N. J.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
G. M. Dorrance,	Bristol, Pa.	Vacancy.	
G. B. Roberts,	Philadelphia, Pa.	Alexander M. Fox,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.	Henry D. Welsh,	Philadelphia, Pa.
Alexander Biddle,	Philadelphia, Pa.	W. Hasell Wilson,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.	H. H. Houston,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.	Edmund Smith.	

GENERAL INFORMATION.

Name of road: Philadelphia and Trenton Railroad.

By whom operated: Pennsylvania Railroad Company.

By what authority: Under lease dated June 30, 1871.

The general offices of the company are located at 233 South Fourth street, Philadelphia, Pa.

For information concerning this report, address Wm. Taylor, Treasurer.

How are the passenger cars on your road heated, lighted and ventilated? Heated with Spear stoves, lighted with oil lamps, ventilated by deck openers.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized February 23, 1832, under acts and amendments dated: February 23, 1832; February 9, 1835; April 13, 1838; April 16, 1838; March 23, 1839; March 17, 1840; June 13, 1842; April 26, 1844; April 6, 1848; May 2, 1855; March 25, 1859; April 28, 1864; March 11, 1869.

CAPITAL STOCK.

Amount authorized by law,	\$2,000,000 00
Amount authorized by votes of company,	1,259,100 00
Amount subscribed,	1,259,100 00
Amount now paid in,	1,259,100 00
Number of shares issued,	12,591
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

Total cash realized from capital stock and debt,	\$1,259,100 00
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COST.

Cost of roads owned to December 31, 1887,	\$2,654,751 94
Cost of additions for the year ending December 31, 1888,	76,666 45
Total cost of roads owned to date,	<u>\$2,731,418 39</u>

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line from Morrisville to Kensington,	26.50	26.50
Length of second main track,	26.50	26.50
Length of third main track,	19.12	19.12
BRANCHES.		
Tioga Street Branch, from connection with P. & T. R. R., in Kensington, to Gas works on Delaware river,	Length of road, 1.24 Length of single road, 1.24	1.24 1.24
LEASED ROADS.		
Trenton Delaware Bridge, from Trenton, N. J., to Morrisville, Pa.,	0.19	0.19
Connecting Railway, from Frankford Junction to Mantua, West Phila.,	Length of double track, 0.19 Length of road, 6.75 Length of double track, 6.75	0.19 6.75 6.75
SUMMARY.		
Length of main line,	26.50	26.50
Length of branches owned by the company,	1.24	1.24
Length of leased roads,	6.94	6.94
Total length of all roads owned, leased and operated,	34.68	34.68
Length of second track,	33.44	33.44
Length of sidings and other tracks not above enumerated,	82.85	82.85
Length of all tracks,	<u>150.97</u>	<u>150.97</u>

GAUGE.

Gauge of lines,	4 ft. 9 ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	141.62	141.62
Miles of track laid with iron rail on lines owned, leased or operated,	9.35	9.35

Weight of rail per yard, { Steel,	56 to 85 lbs.
{ Iron,	50 to 67 lbs.

TELEGRAPH LINES OWNED.

Length of lines in miles, 26.42; in Pennsylvania,	26.42
Number of miles of wire, 295.54; in Pennsylvania,	<u>295.54</u>

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	20
Stone bridges, number of 7; aggregate length,	650 feet.
Iron bridges, number of 10; aggregate length,	836 feet.
Wooden trestles, number of 3; aggregate length,	200 feet.
Total length of bridges and trestles,	<u>1,686 feet.</u>

CHARACTERISTICS OF ROAD—CONTINUED.

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth :
Philadelphia and Reading railroad at Richmond Junction, Philadelphia.

Number of crossings of highways, at grade, in this Commonwealth,	90
Number of crossings of highways under railroad,	4
Number of crossings at which gates or flagmen are maintained, . .	38
Number of crossings at which there are neither gates nor flagmen, .	52

Statement of regulations governing employ  s in regard to these crossings : Flagmen and gatemen at the approach of trains, must give timely warning to all persons approaching crossings and whistles should be sounded one-fourth mile from crossings and bell rung until crossing is passed.

STATIONS.	TOTAL.	IN PA.
Number of stations on main line, passenger 18; freight, 12,	24	24
Number of stations on leased roads, passenger 5; freight, 3,	7	7
Number of engine houses and shops owned by the company,	2	2
Number of fuel and water stations on main line,	3	3
Number of fuel and water stations on leased roads,	3	3
Number of locomotive water-troughs on main line and branches, . .	2	2
Cost of real estate held by the company, exclusive of roadway, . . .	\$359,514 05	.....

Material of foundation upon which track is laid : White oak crossties and broken stone ballast.

Average number of cars in passenger trains, including mail, express and baggage cars,	4.50
Average number of cars in freight trains,	38
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	176
Average weight of freight trains, including locomotives and tender in working order, in tons,	524.80

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	2,488
Same in Pennsylvania,	2,488

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	710,020
Number of miles run by freight and coal trains,	957,816
Total number of miles run,	1,667,836
Number of passengers carried one mile in Pennsylvania,	95,568,483
Number of tons of 2,000 pounds of through freight for the year on main road,	7,488,096
Number of tons of 2,000 pounds of local freight for the year,	1,084,717
Number of tons of freight carried one mile,	242,702,845
Number of tons of freight carried one mile in Pennsylvania,	242,702,845
Gross amount of tonnage for the year (2,000 pounds per ton),	8,572,813
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	20
Average rate of speed adopted by express trains, including stops (miles per hour),	49
Average rate of speed adopted by freight trains, including stops (miles per hour),	18
Total amount of freight, in tons of 2,000 pounds,	8,572,813
Rate per ton (of 2,000 pounds) per mile charged for freight, . . . .	.7263

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888.	121,660	4,108,130	\$93,732 95	396,279	2,776,507	\$42,894 55	517,939	6,884,637	\$136,627 50
February, 1888.	121,404	4,099,588	92,027 17	380,394	2,655,279	42,079 56	501,698	6,754,867	134,106 73
March, 1888.	122,149	4,124,293	92,848 61	384,245	2,688,849	42,853 19	506,394	6,813,142	135,701 80
April, 1888.	138,470	4,676,149	103,145 99	435,813	2,918,588	48,861 83	574,283	7,593,737	152,007 82
May, 1888.	150,503	5,081,609	112,325 90	466,865	3,162,090	50,447 60	617,368	8,243,699	162,773 50
June, 1888.	163,645	5,525,803	116,816 86	459,472	3,260,558	47,795 79	623,117	8,786,361	164,612 65
July, 1888.	153,516	5,180,417	115,223 06	457,651	2,988,865	51,843 78	611,167	8,169,312	167,066 84
August, 1888.	164,948	5,565,787	122,976 86	434,538	3,124,404	47,036 72	599,486	8,690,191	170,013 58
September, 1888.	155,282	5,241,230	116,903 39	493,716	3,389,046	55,357 38	648,998	8,630,276	172,260 77
October, 1888.	154,404	5,213,719	116,511 01	494,381	3,351,557	54,422 04	648,785	8,565,276	179,933 05
November, 1888.	137,780	4,653,237	103,667 14	473,440	3,333,070	50,777 19	611,220	7,986,307	154,444 33
December, 1888.	144,062	4,864,855	107,261 03	491,566	3,385,823	51,884 98	635,628	8,250,678	159,116 01
Total,	1,727,823	58,333,847	\$1,293,439 97	5,368,260	37,234,636	\$586,254 61	7,096,083	95,568,483	\$1,879,694 58

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For through business, 2.217 cents; for local business, 1.574 cents; for total business, 1.967 cents.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888.	637,310	18,155,618	\$141,503 66
February, 1888.	653,158	18,855,851	152,448 30
March, 1888.	654,932	18,510,496	148,957 41
April, 1888.	663,359	18,572,066	114,624 49
May, 1888.	737,752	21,511,865	159,383 15
June, 1888.	672,433	19,165,640	155,758 42
July, 1888.	641,760	18,166,259	123,454 73
August, 1888.	744,065	20,568,500	186,519 96
September, 1888.	729,459	20,211,238	159,688 75
October, 1888.	793,419	22,300,334	126,806 66
November, 1888.	795,135	22,837,063	139,409 07
December, 1888.	830,031	23,847,915	154,201 22
Total,	7,488,096	232,994,848	\$1,516,424 61	1,084,717	9,707,997	\$246,391 21	8,572,813	242,702,845	\$1,762,815 82

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888,	\$5,634 84	\$8,598 76	\$1,526 49	\$15,760 09
February, 1888,	5,634 84	8,853 51	887 02	15,375 37
March, 1888,	5,173 21	10,108 01	1,002 90	16,284 12
April, 1888,	5,634 84	10,907 66	1,363 10	17,905 60
May, 1888,	5,634 84	11,061 85	1,091 01	17,787 70
June, 1888,	6,130 57	10,386 91	1,270 00	17,787 48
July, 1888,	5,634 84	8,506 13	1,207 13	15,348 10
August, 1888,	5,634 84	8,977 35	1,079 82	15,692 01
September, 1888,	5,634 84	10,097 70	1,356 36	17,088 90
October, 1888,	5,634 84	11,895 44	1,680 01	19,210 29
November, 1888,	5,634 84	10,346 15	1,109 28	17,090 27
December, 1888,	5,634 84	12,763 48	1,201 08	19,599 40
Total,	\$67,652 18	\$122,502 95	\$14,774 20	204,929 33

RECAPITULATION.

Total passenger earnings for the year,	\$1,879,694 58
Total freight earnings for the year,	1,762,815 82
Total earnings from all other sources,	204,929 33
Total earnings for the year,	<u>\$3,847,439 73</u>

EXPENDITURES FOR OPERATING DURING THE YEAR.
CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$12,419 16	\$153 42	\$12,572 58
Agents,	9,039 33	13,489 92	22,529 25
Baggage masters,	27,106 83		27,106 83
Brakemen,	24,232 82	123,229 12	147,461 94
Cars, cleaning,	4,191 08		4,191 08
Clerks,	21,528 27	122,322 21	143,850 48
Conductors and train agents,	27,058 43	28,406 10	55,464 53
Dispatchers,	4,587 07	11,101 34	15,688 41
Expenses of grain elevators,		7,998 07	7,998 07
Expenses of stations, except labor,	3,420 14	1,783 27	5,203 41
Foreign agencies,	17,259 53	498 06	17,757 59
Heating stations,	1,681 84	444 23	2,126 07
Incidentals,	11,783 70	8,941 62	20,725 32
Insurance,	6,596 16	9,649 92	16,246 08
Labor at stations,	5,312 76	215,770 84	221,083 60
Legal expenses,	150 00	150 00	300 00
Lighting cars,	864 21		864 21
Lighting stations,	607 67	119 18	726 85
Loss and damage,	17,431 42	5,319 94	22,751 36
Mail expenses,	289 27		289 27
Stationery and printing,	6,662 78	126 74	6,789 52
Stations, repairs of and furniture for,	14,964 67	11,079 43	26,044 10
Superintendents,	1,440 00	1,440 00	2,880 00
Switchmen,	6,795 88	7,717 60	14,513 48
Taxes on stations,	1,136 33	1,419 18	2,555 51
Taxes, State,	3 00	547 32	550 32
Telegraph expenses,	23,708 81	25,946 22	49,655 03
Watchmen,	13,448 05	29,226 84	42,674 89
Wharves and landings, repairs of,		1,475 67	1,475 67
Wrecks, clearing,	277 99	2,756 66	3,034 65
Barges, car floats and canal boats, manning,		46,739 83	46,739 83
Elevation and Longshore labor,		879 34	879 34
Steamboats and tugboats, manning,		32,858 88	32,858 88
Total,	\$263,997 20	\$711,590 95	\$975,588 15

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.
MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemcn and firemen,	\$56,356 71	\$88,980 05	\$145,336 76
Engine houses and machine shops, etc., re- pairs of,	909 48	909 53	1,819 01
Fuel for locomotives,	117,452 60	184,877 23	302,329 83
Incidentals,	567 89	567 90	1,135 79
Laborers,	16,613 12	16,613 11	33,226 23
Locomotive furniture and fixtures,	1,979 61	1,979 68	3,959 29
Locomotives, repairs of,	59,437 79	88,951 29	148,389 08
Oil for locomotives,	5,935 46	5,753 39	11,688 85
Stationery and printing,	35 57	35 56	71 13
Tallow for locomotives,	53	4 93	5 46
Taxes on engine houses and shops,	230 00	230 00	460 00
Waste for locomotives,	2,308 24	2,407 95	4,716 19
Watchmen,	1,059 34	1,059 35	2,118 69
Water, wood and water stations, expenses and repairs of,	4,809 07	4,809 06	9,618 13
Total,	\$267,695 41	\$397,179 03	\$664,874 44
MAINTENANCE OF WAY.			
Ballast,			\$10,572 78
Bridges, repairs of and culverts,			40,264 05
Cars, repairs of (in M. of W. service),			920 16
Clerks,			996 64
Cross-ties,			42,293 48
Expenses on property,			5,228 27
Foremen, tool and watch-houses, repairs of,			1,634 35
Frogs,			5,196 54
Incidentals,			288 83
Rails, iron,			32 87
Rails, steel,			13,889 15
Road-bed, repairs of, labor and material,			40,688 05
Snow and ice, removing,			11,007 49
Spikes,			3,507 73
Splices,			6,485 58
Stationery and printing,			6 66
Superintendents and supervisors,			3,251 39
Switches,			16,637 28
Taxes on real estate for road, etc.,			4,549 62
Telegraph, repairs of,			3,724 20
Tools and repairs of tools,			4,181 27
Track, repairing,			73,548 39
Watchmen,			6,943 09
Total,	\$147,923 93	\$147,923 94	\$295,847 87
MAINTENANCE OF CARS.			
Car shops and sheds, repairs of,	\$1,634 55	\$1,634 56	\$3,269 11
Cars, repairs of freight,		33,087 26	33,087 26
Cars, repairs of passenger, baggage, express and postal,	98,397 56		98,397 56
Fuel for heating,	651 85	651 85	1,303 70
Incidentals,	23 81	23 80	47 61
Insurance,	1,930 89	1,555 88	3,486 77
Laborers,	4,969 40	4,969 41	9,938 81
Oil, tallow, waste, etc.,	6,231 04	4,209 53	10,440 57
Tools and repairs of tools,	1,373 42	1,373 41	2,746 83
Watchmen,	810 88	810 89	1,621 77
Total,	\$116,023 40	\$48,316 59	\$164,339 99
GENERAL EXPENSES.			
Clerks,			\$22,937 42
Fuel and light,			2 06
Incidentals and legal expenses,			666 88
Office expenses, repairs and furniture,			205 54
Salaries of officers, agents and clerks,			312 50
Stationery and blauks,			852 05
Total,	\$12,488 22	\$12,488 23	\$24,976 45

EARNINGS—SUMMARY.

Passenger transportation, local, \$586,254.61; through, \$1,293,439.97; total,	\$1,879,694 58
Freight transportation, local, \$246,391.21; through, \$1,516,424.61; total,	1,762,815 82
Mail service, \$67,652.18; express service, \$122,502.95; total,	190,155 13
Miscellaneous,	14,774 20
Total,	\$3,847,439 73

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$263,997 20	\$711,590 95	\$975,588 15
Motive power,	267,695 41	397,179 03	664,874 44
Maintenance of way,	147,923 93	147,923 94	295,847 87
Maintenance of cars,	116,023 40	48,316 59	164,339 99
General expenses,	12,488 22	12,488 23	24,976 45
Total operating expenses,	\$808,128 16	\$1,317,498 74	\$2,125,626 90
Earnings,			\$3,847,439 73
Expenses,			2,125,626 90
Net earnings,			1,721,812 83

EXPRESS COMPANIES.

Names of express companies that run on on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams. Pennsylvania Railroad Company furnishes cars and motive power, for which the express company pays a percentage of its gross receipts.

TRANSPORTATION COMPANIES.

Names of freight transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: None other than those owned or controlled by the Pennsylvania Railroad Company.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor. No.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates: Pullman's parlor and sleeping cars are run over our main line. Pullman company collects its fare from the passenger.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and terms of service: The government fixes a rate per mile per annum, regulated according to weight.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: January 10, April 10, July 10, October 10, at 2½ per cent. on \$494,000.00. On the remaining 7,650 shares, no dividend is paid as per agreement of lease.

Paid in dividends, cash, \$49,400 00

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	. . . . .	4	. . . . .	5
Employes,	4	36	4	36
Others,	19	31	19	31
Total,	1	23	71	23	72

PHILADELPHIA, WILMINGTON AND BALTIMORE RAIL-ROAD COMPANY.

REPORT FOR THE YEAR ENDING OCTOBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
George B. Roberts,	President,	Philadelphia, Pa.
Frank Thomson,	Vice President,	Philadelphia, Pa.
Robert Craven,	Secretary and Treasurer,	Ridley Park, Pa.
Hon. John Scott,	General Solicitor,	Philadelphia, Pa.
W. H. Brown,	Chief Engineer,	Philadelphia, Pa.
Chas. E. Pugh,	General Manager,	Philadelphia, Pa.
H. F. Kenney,	General Superintendent,	Ridley Park, Pa.
H. H. Carter,	Division Superintendent,	
I. N. Mills,	Division Superintendent,	
L. K. Lodge,	Division Superintendent,	

DIRECTORS.

NAMES OF DIRECTORS	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Samuel M. Felton,	Thurlow, Pa.	John P. Green,	Philadelphia, Pa.
William Sellers,	Philadelphia, Pa.	Wistar Morris,	Philadelphia, Pa.
Christian Febiger,	Wilmington, Del.	Skipwith Wilmer,	Baltimore, Md.
Benj. F. Newcomer,	Baltimore, Md.	Edward Lloyd,	Tunis Mills, Md.
Jacob Tome,	Port Deposit, Md.	E. Tatnall Warner,	Wilmington, Del.
George B. Roberts,	Philadelphia, Pa.	Henry D. Welsh,	Philadelphia, Pa.
Frank Thomson,	Philadelphia, Pa.	German H. Hunt,	Baltimore, Md.
J. N. DuBarry,	Philadelphia, Pa.		

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : Philadelphia, Wilmington and Baltimore Railroad.

By whom operated : Philadelphia Wilmington and Baltimore Railroad Company.

The general offices of the company are located at 233 South Fourth street, Philadelphia, Pa.

For information concerning this report, address Robert Craven, Treasurer.

How are the passenger ears on your road heated, lighted and ventilated? Greater portion heated by Spear stoves, remainder by Baker heaters; greater portion lighted by coal gas, remainder by oil lamps; ventilated by a system of hinged deck sash.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Philadelphia, Wilmington and Baltimore Railroad Company is a corporation organized under the laws of the States of Pennsylvania, Delaware and Maryland.

The present Philadelphia, Wilmington and Baltimore Railroad Company is a consolidated company formed by the merger, under date of March 28, 1877, under authority of an act of Pennsylvania of May 16, 1861, and an act of Delaware, of February 22, 1877, of the Philadelphia, Wilmington and Baltimore Railroad Company, New Castle and Frenchtown Turnpike and Railroad Company, chartered by act of the State of Delaware of February 7, 1829, New Castle and Wilmington Railroad Company, chartered by act of the State of Delaware of February 9, 1839, and the

Southwark Railroad Company, chartered by act of the State of Pennsylvania of April 2, 1831.

The Philadelphia, Wilmington and Baltimore Railroad Company, which was a party to that consolidation, was organized February 5, 1838, by the consolidation, under authority of an act of Delaware of February 4, 1833, and act of Maryland of January 20, 1838, and an act of Pennsylvania of December 19, 1837, of the following companies :

(1). The Philadelphia and Delaware County Railroad Company, chartered by act of the State of Pennsylvania April 2, 1831; name changed to Philadelphia, Wilmington and Baltimore Railroad Company, by act of March 14, 1836. (2). The Wilmington and Susquehanna Railroad Company, chartered by act of the State of Delaware of January 18, 1832, into which the Delaware and Maryland Railroad Company, chartered by act of the State of Maryland of March 14, 1832, had been merged by authority of act of Delaware of February 4, 1833, act of Delaware, of July 24, 1835, and act of Maryland of March 14, 1836. (3). The Baltimore and Port Deposit Railroad Company, chartered by act of Maryland of March 5, 1832.

Following is a reference to the acts of incorporation, and acts supplementary to or amendatory thereof, of each of the companies now constituting the Philadelphia, Wilmington and Baltimore Railroad Company.

Philadelphia, Wilmington and Baltimore Railroad Company, acts of Pennsylvania of April 2, 1831 (P. L. p. 353); March 14, 1836 (P. L. p. 86); February 24, 1837 (P. L. p. 20); March 7, 1837 (P. L. p. 39); December 19, 1837 (P. L. p. 1).

Wilmington and Susquehanna Railroad Company, acts of Delaware of January 18, 1832 (Vol. 8, p. 133); February 4, 1833 (Vol. 8, p. 272); January 26, 1835 (Vol. 8, p. 351); July 24, 1835 (Vol. 9, p. 9); June 17, 1836 (Vol. 9, p. 36); January 13, 1837 (Vol. 9, p. 59).

Delaware and Maryland Railroad Company, acts of Maryland of March 14, 1832, 1831, chap. 296; March 21, 1833, 182, chap. 304; March 9, 1835, 1834, chap. 281; March 14, 1836, 1835, chap. 93; April 1, 1836, 1835, chap. 326; February 23, 1837, 1836, chap. 55.

Baltimore and Port Deposit Railroad Company, acts of Maryland of March 5, 1832, 1831, chap. 288; March 21, 1833, 1832, chap. 304; January 30, 1834, 1833, chap. 78; April 2, 1836, 1835, chap. 327; March 9, 1837, 1836, chap. 163; January 17, 1838, 1837, chap. 4; January 20, 1838, 1837, chap. 30; March 22, 1838, 1837, chap. 270.

Philadelphia, Wilmington and Baltimore Railroad Company, acts of Pennsylvania subsequent to consolidation; February 27, 1838 (P. L. p. 39); April 16, 1838 (P. L. p. 462); March 16, 1839 (P. L. p. 100); April 12, 1851 (P. L. p. 707); March 29, 1855 (P. L. p. 142); April 27, 1855 (P. L. p. 349).

Acts of Delaware of January 28, 1839 (Vol. 9, p. 205); February 12, 1839 (Vol. 9, p. 241); February 14, 1838 (Vol. 9, p. 343); February, 1843 (Vol. 9, p. 517); February 22, 1843 (Vol. 9, p. 521); February 12, 1845 (Vol. 10, p. 42); January 30, 1847 (Vol. 10, p. 121); February 4, 1847 (Vol. 10, p. 137); February 23, 1849 (Vol. 10, p. 196); February 28, 1853 (Vol. 11, p. 81); February 26, 1855 (Vol. 11, p. 264); February 10, 1859 (Vol. 11, p. 791); February 25, 1859 (Vol. 11, p. 759 (March 11, 1863 (Vol. 12, p. 309 February 23, 1869 (Vol. 13, p. 652) March 2, 1871 (Vol. 14, p. 125); March 3, 1871; (Vol. 14, p. 139); March 25, 1872 (Vol. 14, p. 339); April 11, 1873 (Vol. 14, p. 338); February 22, 1877 (Vol. 15, p. 514); February 10, 1881 (Vol. 16, p. 670); March 8, 1877 (Vol. 15, p. 541); February 27, 1883 (Vol. 17, p. 299); February 27, 1883 (Vol. 17, p. 302); February 4, 1885 (Vol. 17, p. 804).

Acts of Maryland of January 25, 1839, 1838, chap. 126; March 10, 1842, 1841, chap. 307; April 14, 1853, 1853, chap. 138; May 30, 1853, 1853, chap. 411; March 9, 1864, 1864, chap. 211; March 9, 1864, 1864, chap. 335; March 28, 1868, 1868, chap. 233.

Southwark Railroad Company, acts of Pennsylvania of April 2, 1831 (P. L. p. 360); April 14, 1835 (P. L. p. 274); April 15, 1835 (P. L. p. 341); April 5, 1849 (P. L. p. 389); April 9, 1867 (P. L. p. 984).

New Castle and Frenchtown Turnpike and Railroad Company, acts of Delaware of February 7, 1829 (Vol. 7, p. 313); February 7, 1829 (Vol. 7, p. 319); January 26, 1831 (Vol. 8, p. 57); February 9, 1832 (Vol. 8, p. 175); January 22, 1833 (Vol. 8, p. 207); February 16, 1841 (Vol. 9, p. 376); February 21, 1843 (Vol. 9, p. 515); February 24, 1847 (Vol. 10, p. 206); February 7, 1849 (Vol. 10, p. 287); Febru-

ary 7, 1849 (Vol. 10, p. 287); February 23, 1849 (Vol. 10, p. 354); February 7, 1852 (Vol. 10, p. 652); March 4, 1857 (Vol. 11, p. 521); March 19, 1863 (Vol. 12, p. 339); March 21, 1867 (Vol. 13, p. 218); March 24, 1875 (Vol. 15, p. 177); February 22, 1877 (Vol. 15, p. 514).

Acts of Maryland of 1809, chap. 64; March 14, 1828, 1827, chap. 207; March 14, 1829, 1828, chap. 198; February 9, 1830, 1829, chap. 64; February 7, 1842, 1841, chap. 265; February 28, 1850, 1849, chap. 249; March 10, 1856, 1856, chap. 249.

New Castle and Wilmington Railroad Company, acts of Delaware of February 19, 1839 (Vol. 9, p. 276); February 2, 1847 (Vol. 10, p. 131); January 16, 1852 (Vol. 10, p., 662); February 26, 1852 (Vol. 10, p. 705); February 22, 1877 (Vol. 15, p. 514).

CAPITAL STOCK.

Amount authorized by law: Unlimited.

Amount authorized by votes of company,	11,819,350 00
Amount subscribed,	11,819,350 00
Amount now paid in, common,	11,819,350 00
Number of shares issued,	236,387
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Registered bonds (due October 1, 1892; bear interest at 6 per cent., which is payable April and October), amount,	\$700,000 00
Registered bonds (due April 1, 1900; bear interest at 6 per cent., which is payable April and October), amount,	800,000 00
Registered bonds (due June 1, 1910; bear interest at 5 per cent., which is payable June and December), amount,	1,000,000 00
Registered bonds (due April 1, 1917; bear interest at 4 per cent., which is payable April and October), amount,	1,000,000 00
Registered bonds (due November 1, 1922; interest May and November, 4 per cent.), amount,	1,000,000 00
Total amount of funded debt,	\$4,500,000 00

UNFUNDED DEBT.

Debt incurred for any other purpose, and for what:

Ground rents,	\$76,666 66
Total amount of unfunded debt,	76,666 66
Total amount of funded and unfunded debt,	\$4,576,666 66
Funded debt as per last report,	\$3,500,000 00
Unfunded debt as per last report,	76,666 66
Total capital stock and debt,	\$16,396,016 66

COST.

Cost of roads owned to December 31, 1887, including equipment, . .	\$13,873,439 32
Cost of additions for the year ending December 31, 1888,	273,928 43
Total cost of roads owned to date,	14,147,367 75
Average of same per mile of road laid, 136.98 miles,	103,280 53
Average of same per mile of single track, 236.71 miles,	59,766 66

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Philadelphia, Pa., to Baltimore, Md., . . .	94.99	17.50
Length of single main track,	3.24	.23
Length of second main track,	91.75	17.27
BRANCHES.		
Southwark branch, from west side of Broad street, at Broad and Prime street station, to Dock street, Philadelphia,	Length of road,	1.37
	Length of double track,	1.37
Shellpot branch, from Edgemoor to near Newport, Del.,	Length of road,	5.30
	Length of single track,	5.30
Brandywine branch, from Landlith to Augustine Mill, Del.,	Length of road,	2.16
	Length of single track,	2.16
Newark and Delaware City branch, from Newark to Delaware City, Del.,	Length of road,	11.79
	Length of single track,	11.79
New Castle and Wilmington branch, from Delaware Junction to New Castle, Del.,	Length of road,	5.39
	Length of single track,	5.39
New Castle branch, from Junction New Castle and Wilmington branch to Junction with Shellpot branch,	Length of road,	5.51
	Length of single track,	5.51
New Castle and Frenchtown branch, from New Castle to Porter, Del.,	Length of road,	6.77
	Length of single track,	0.16
	Length of double track,	6.61
Port Deposit branch, from Port Deposit, Md., to Perryville, Md.,	Length of road,	3.70
	Length of single track,	3.70
LEASED ROADS.		
Delaware Railroad, from Porter, Del., to Delmar, Del.,	Length of road,	83.83
	Length of single track,	74.53
	Length of double track,	9.30
Townsend Branch, from Townsend, Del., to Masseys, Md.,	Length of road,	9.15
	Length of single track,	9.15
Smyrna Branch, from Clayton, Del., to Smyrna, Del.,	Length of road,	1.27
	Length of single track,	1.27
Seaford Branch, from Seaford, Del., to Delaware and Maryland line near Oak Grove, Del.,	Length of road,	5.72
	Length of single track,	5.72
OPERATED ROADS.		
Delaware and Chesapeake Railway, from Clayton, Del., to Oxford, Md.,	Length of road,	54.29
	Length of single track,	54.29
Philadelphia and Baltimore Central Railroad, West Philadelphia, Pa., to Octorara Junction, Md.,	Length of road,	62.62
	Length of single track,	52.83
	Length of double track,	9.79
West Chester Branch P. and B. C. Railroad, from Wawa to West Chester, Pa.,	Length of road,	9.43
	Length of single track,	9.43
Brandywine Summit Branch P. and B. C. Railroad, from Brandywine Summit to Kaolin Works,	Length of road,	1.63
	Length of single track,	1.63
Chester Creek Railroad, from Lenni to La- mokin, Pa.,	Length of road,	6.69
	Length of single track,	6.69
Queen Anne and Kent Railroad, from Masseys, Md., to Centreville, Md.,	Length of road,	25.86
	Length of single track,	25.86
Cambria and Seaford Railroad, from Delaware and Maryland line near Oak Grove, Del., to Cambridge, Md.,	Length of road,	27.25
	Length of single track,	27.25
Delaware, Maryland and Virginia Railroad, from Harrington, Del., to Rehoboth, Del., and Georgetown, Del., to Franklin City, Va.,	Length of road,	97.62
	Length of single track,	97.62
SUMMARY.		
Length of main line,	94.99	17.50
Length of branches owned by the company,	41.99	1.37
Length of leased roads,	99.97	.. . . .
Length of operated roads,	285.39	71.04
Total length of all roads owned, leased and operated,	522.34	89.91
Length of second track,	118.82	28.43
Length of sidings and other tracks not above enumerated,	144.90	40.48
Length of all tracks,	786.06	158.82

CHARACTERISTICS OF ROAD—CONTINUED.

GAUGE.

Gauge of lines, 4 ft. 9 in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	484.47	127.91
Miles of track laid with iron rail on lines owned, leased or operated, .	301.59	30.91
Weight of rail per yard, { Steel,		50 to 75 lbs.
{ Iron,		45 to 64 lbs.

TELEGRAPH LINES.

(On owned lines and belonging to the Railroad Company.)

Length of lines in miles, 37.16; in Pennsylvania, 9
 Number of miles of wire, 91.68; in Pennsylvania, 24

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . 124
 Wooden bridges, number of, 6; aggregate length, 947 feet.
 Stone bridges, number of, 32; aggregate length, 952 feet.
 Iron bridges, number of, 52; aggregate length, 6,266 feet.
 Wooden trestles, number of, 34; aggregate length, 13,102 feet.
 Total length of bridges and trestles, 21,267 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth :
 Thirteenth and Fifteenth Streets Passenger Railroad, at Broad street, Philadelphia, Pa.; Union Line Passenger Railroad, at Broad street, Philadelphia, Pa.; Twelfth Street Passenger Railroad, at .21 miles east of Broad street, Philadelphia, Pa.; Eleventh Street Passenger Railroad, at .3 miles east of Broad street, Philadelphia, Pa.; Tenth Street Passenger Railroad, at .38 miles east of Broad street, Philadelphia, Pa.; Ninth Street Passenger Railroad, at .47 miles east of Broad street, Philadelphia, Pa.; Eighth Street Passenger Railroad, at .55 miles east of Broad street, Philadelphia, Pa.; Union Line Passenger Railroad, at .59 miles east of Broad street, Philadelphia, Pa.; Seventh Street Passenger Railroad, at .64 miles east of Broad street, Philadelphia, Pa.; Sixth Street Passenger Railroad, at .72 miles east of Broad street, Philadelphia, Pa.; Fifth Street Passenger Railroad, at .81 miles east of Broad street, Philadelphia, Pa.; Fourth Street Passenger Railroad, at .9 miles east of Broad street, Philadelphia, Pa.; Third Street Passenger Railroad, at .98 miles east of Broad street, Philadelphia, Pa.; Second Street Passenger Railroad, at 1.09 miles east of Broad street, Philadelphia, Pa.; Fifteenth Street Passenger Railroad, at .8 miles south of Broad and Prime streets, Philadelphia, Pa.; Seventeenth Street Passenger Railroad, at .25 miles south of Broad and Prime streets, Philadelphia, Pa.; Eighteenth Street Passenger Railroad, at .33 miles south of Broad and Prime streets, Philadelphia, Pa.; Nineteenth Street Passenger Railroad, at .42 miles south of Broad and Prime streets, Philadelphia, Pa.; Twentieth Street Passenger Railroad, at .5 miles south of Broad and Prime streets, Philadelphia, Pa.; Twenty-third Street Passenger Railroad, at .59 miles south of Broad and Prime streets, Philadelphia, Pa.; Pennsylvania Railroad, at 1.01 miles south of Broad and Prime streets, Philadelphia, Pa.; Chester Branch Philadelphia and Reading Railroad, at .18 miles north from Gray's Ferry; Chester Passenger Railroad, at .04 miles south from Chester; Chester Passenger Railroad, at .33 miles north from Chester.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Philadelphia Division Baltimore and Ohio Railroad, at .08 miles north from Fifty-eighth street station (over); Philadelphia Division Baltimore and Ohio Railroad, at 1.67 miles south from Broad and Prime streets, Philadelphia, Pa., (under).

CHARACTERISTICS OF ROAD—CONTINUED.

Number of crossings of highways at grade, in this Commonwealth on lines owned,	67
Number of crossings of highways over railroad,	16
Number of crossings of highways under railroad,	4
Number of crossings at which gates or flagmen are maintained, . . .	35
Number of crossings at which there are neither gates nor flagmen, . .	32

Statement of regulations governing employes in regard to these crossings: Flagmen and gatemen at the approach of trains must give timely warning to all persons approaching crossings, and whistles should be sounded one-fourth mile from crossing, and bell rung until crossing is passed.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 39; freight, 35,	44	19
Number of stations on branches, passenger, 7; freight, 3,	8	2
Number of stations on leased roads, passenger, 28; freight, 42,	68	.....
Number of engine houses and shops owned by the company,	22	.....
Number of fuel and water stations on main line,	18	4
Number of fuel and water stations on branches,	3	.....
Number of fuel and water stations on leased roads,	11	.....
Number of locomotive water troughs on main line and branches, . . .	2	.....

Material of foundation upon which track is laid: Stone and gravel ballast and white oak cross-ties.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	122	\$9,000 00
Passenger cars, first class,	163	4,500 00
Baggage, mail and express cars,	51	1,800 00
Freight cars, 8-wheel,	1,632	500 00
Freight cars, 4-wheel, freight cabins,	46	550 00
Cars, roadway department, 8-wheel,	58	550 00
Cars, roadway department, 4-wheel, snow plows,	3	550 00
Hand cars and hand trucks,	201	55 00

Train brake in use: Westinghouse automatic.

Average number of cars in passenger trains, including mail, express and baggage cars,	4.9
Average number of cars in freight trains,	18.4
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	220
Average weight of freight trains, including locomotive and tender, in working order, in tons,	640

EMPLOYES.

Average number of persons regularly employed by company, including officials,	4,890
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DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	2,148,706
Number of miles run by freight, coal and work trains,	2,278,352
Total number of miles run,	4,427,058
Number of passengers carried one mile in Pennsylvania,	67,885,871
Net cost per mile for each passenger carried,	1.505 cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	487,803

DOINGS OF THE YEAR—CONTINUED.

Number of tons of 2,000 pounds of local freight for the year,	2,532,004
Number of tons of freight carried one mile,	184,283,115
Number of tons of freight carried one mile in Pennsylvania,	33,456,029
Gross amount of tonnage for the year (2,000 pounds per ton),	3,019,807
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour),	21
Average rate of speed adopted by express trains, including stops (miles per hour),	45
Average rate of speed adopted by freight trains, including stops (miles per hour),	18 and 15 through, 8 way

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	683,760	Agricultural products,	451,336
Bituminous coal and coke, . .	228,375	Merchandise and manufactures, .	536,967
Petroleum and other oils, . . .	28,278	Live stock,	29,244
Pig iron,	35,660	Lumber,	369,161
Railroad iron,	28,698	Other articles,	231,113
Other iron or castings,	194,879		
Iron and other ores,	6,047	Total,	3,019,807
Stone and lime,	196,289		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal, 475,212.96, per ton per mile, . . . . .	.01.015
For local freight and coal, 2,502,941.10, per ton per mile; . . . . .	.01.820
Total, 2,978,154.06, . . . . .	.01.616

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
November, 1887,	46,108	4,412,536	\$102,009 35	549,667	7,699,639	\$160,009 32	595,775	12,112,185	\$262,018 67
December, 1887,	49,611	4,750,644	107,242 38	572,817	7,991,178	164,691 28	622,434	12,741,822	271,933 66
January, 1888,	48,164	4,614,111	106,177 67	482,380	6,399,469	132,622 70	530,544	11,013,580	238,800 37
February, 1888,	48,768	4,671,974	106,260 89	471,729	6,293,172	131,495 28	520,497	10,965,146	238,211 17
March, 1888,	46,742	4,477,884	102,516 12	492,425	6,563,708	138,348 18	539,167	11,042,592	240,864 30
April, 1888,	51,447	4,928,623	111,777 26	540,098	7,063,746	149,455 72	591,545	11,992,369	261,232 98
May, 1888,	54,099	5,182,684	116,842 67	585,952	7,561,221	157,934 75	640,051	12,747,477	274,777 42
June, 1888,	52,076	4,988,881	113,655 11	591,041	7,481,497	157,614 36	643,117	12,470,378	271,269 47
July, 1888,	56,068	5,371,314	113,965 90	603,703	8,536,185	169,274 55	659,771	13,907,499	285,240 45
August, 1888,	49,665	4,757,907	110,259 52	606,362	8,771,168	186,041 97	636,027	13,529,075	296,301 49
September, 1888,	53,035	5,080,753	116,057 69	629,020	8,801,714	183,004 91	682,055	13,882,467	299,062 60
October, 1888,	55,200	5,288,160	119,745 02	635,995	8,592,979	174,792 73	691,195	13,881,139	294,537 75
Total,	611,013	58,525,471	\$1,328,509 58	6,761,189	\$91,756,686	\$1,905,740 75	7,372,202	1150,282,157	\$3,234,250 33

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For through business, 2.270 cents; for local business, 2.077; for total business, 2.152 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
November, 1887,	28,103	2,702,300	\$26,850 86	207,475	10,810,347	\$164,569 54	235,578	13,512,647	\$191,420 40
December, 1887,	35,326	3,398,314	39,879 89	198,398	11,036,600	187,895 26	233,724	14,434,944	227,775 15
January, 1888,	33,717	3,230,086	38,268 12	156,268	8,357,412	152,597 06	189,985	11,787,498	190,865 18
February, 1888,	34,448	3,308,096	34,237 95	141,338	8,367,282	132,382 54	175,786	11,675,378	166,620 49
March, 1888,	31,651	3,047,403	37,023 79	181,014	9,807,644	162,622 86	212,665	12,855,047	199,646 65
April, 1888,	32,001	3,078,181	39,209 91	215,282	11,357,233	189,075 42	247,283	14,435,414	228,285 33
May, 1888,	46,410	4,457,926	42,415 66	219,664	11,240,825	196,574 69	266,074	15,698,751	238,990 35
June, 1888,	49,002	4,720,708	43,844 79	209,450	11,843,786	222,291 10	258,452	16,564,491	266,135 89
July, 1888,	49,418	4,743,656	39,352 49	208,613	11,694,592	214,867 43	258,031	16,438,248	254,219 92
August, 1888,	52,796	5,044,252	43,650 74	277,733	15,625,932	387,629 02	330,529	20,669,702	435,872 80
September, 1888,	44,788	4,289,537	43,668 26	257,514	13,528,932	280,575 17	302,302	17,818,469	324,243 43
October, 1888,	50,143	4,797,829	41,610 50	259,255	13,594,694	212,467 97	309,398	18,392,523	254,078 47
Total,	487,803	46,818,318	\$475,212 96	2,532,004	137,464,797	\$2,502,941 10	3,019,807	184,283,115	\$2,978,154 06

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
November, 1887,	\$11,020 71	\$10,832 74	\$8,360 56	\$30,214 01
December, 1887,	11,020 79	12,468 68	8,354 33	31,843 80
January, 1888,	11,089 50	8,147 92	9,649 27	28,886 69
February, 1888,	11,089 50	8,964 94	2,956 78	23,011 22
March, 1888,	10,981 83	10,435 67	16,373 79	37,791 29
April, 1888,	11,557 29	11,712 97	7,602 61	30,872 87
May, 1888,	11,089 50	14,558 10	8,670 06	34,317 66
June, 1888,	11,014 53	16,124 69	9,480 48	36,619 70
July, 1888,	11,089 50	11,379 44	9,990 11	32,459 05
August, 1888,	11,089 50	11,292 97	8,726 85	31,109 32
September, 1888,	11,089 57	13,787 25	17,235 97	42,112 79
October, 1888,	11,059 28	14,084 15	7,867 10	33,010 53
Total,	\$133,191 50	\$143,789 52	\$115,267 91	\$392,248 93

RECAPITULATION.

Total passenger earnings for the year,	\$3,234,250 33
Total freight earnings for the year,	2,978,154 06
Total earnings from all other sources,	392,248 93
Total earnings for the year,	\$6,604,653 32

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Extension or alteration of road, land or land damages,	\$273,928 43
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EXPENDITURES FOR OPERATING DURING THE YEAR.
CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$26,982 99	\$107 78	\$27,090 77
Agents,	52,864 55	57,489 83	110,354 38
Baggage masters,	57,272 33		57,272 33
Brakemen,	56,250 63	164,762 98	221,013 61
Cars, cleaning,	33,347 64	5 00	33,352 64
Car furniture and fixtures,	4,873 40	3,073 46	7,946 86
Car service,	33,801 29	80,842 14	114,643 43
Clerks,	46,316 03	102,035 58	148,351 61
Conductors and train agents,	77,090 21	78,630 72	155,720 93
Dispatchers,	19,727 78	28,286 35	48,014 13
Expenses of stations, except labor,	21,706 24	9,392 43	31,098 67
Foreign agencies,	1,168 41	8,378 58	9,546 99
Heating cars,	20,067 37	628 39	20,695 76
Heating stations,	16,222 88	8,514 37	24,737 25
Incidentals,	43,436 06	48,818 75	92,284 81
Insurance,	7,616 38	5,421 81	13,038 19
Labor at stations,	23,081 48	97,618 11	120,699 59
Legal expenses,	10,412 95	8,235 13	18,648 08
Lighting cars,	12,575 44	309 29	12,884 73
Lighting stations,	14,103 62	13,110 34	27,213 96
Loss and damage,	64,933 90	11,886 89	76,820 79
Mail expenses,	3,116 68		3,116 68
Oil for lamps,	1,634 29	1,303 19	2,937 48
Stationery and printing,	28,313 52	38,788 44	67,101 96
Stations, repairs of and furniture for,	52,105 02	33,020 34	85,125 36
Superintendents,	11,097 38	8,736 43	19,833 81
Switchmen,	22,380 22	18,780 79	41,161 01
Taxes on stations,	5,748 76	16,579 97	22,328 73
Taxes, State,	9,848 46	8,004 88	17,853 34
Teaming,		902 05	902 05
Telegraph expenses,	69,082 72	52,316 51	121,399 23
Watchmen,	40,159 08	47,791 63	87,950 71
Wharves and landings, repairs of,	60 44	10,373 80	10,434 24
Wrecks, clearing,	1,149 54	3,934 36	5,083 90
Lighterage,		20,500 54	20,500 54
Steamboats and tugboats charters,	2,826 00	1,884 00	4,710 00
Tolls paid other corporations,	87,027 56	9,788 16	96,815 72
Total,	\$978,401 25	\$1,000,283 02	\$1,978,684 27

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemen and firemen,	\$142,909 14	\$150,098 22	\$293,007 36
Engine houses and machine shops, etc, repairs of,	9,979 04	7,197 48	17,176 52
Fuel for heating,	2,371 11	1,859 48	4,230 59
Fuel for locomotives,	211,605 18	213,440 52	425,045 70
Incidentals,	22,551 67	14,850 99	37,402 66
Laborers,	33,337 92	24,479 17	57,817 09
Locomotive furniture and fixtures,	3,616 55	2,678 96	6,295 51
Locomotives, repairs of,	157,838 76	145,308 02	303,146 78
Oil for locomotives,	7,332 40	5,782 63	13,115 03
Sand for locomotives,	1,847 57	1,233 05	3,080 62
Stationery and printing,	2,011 14	1,535 34	3,546 48
Tallow for locomotives,	4,194 25	4,363 79	8,558 04
Taxes on engine houses and shops,	5,551 54	3,715 26	9,266 80
Tools and machinery, repairs of,	15,244 60	11,593 50	26,838 10
Waste for locomotives,	4,380 77	4,610 77	8,991 54
Watchmen,	2,271 71	2,228 92	4,500 63
Water, wood and coal stations, expenses and repairs of,			
Total,	22,195 55	19,091 56	41,287 11
	\$649,238 90	\$614,067 66	\$1,263,306 56
MAINTENANCE OF WAY.			
Ballast,			\$34,097 63
Bridges, repairs of,			101,072 81
Cars, repairs of (in M. of W. service),			7,568 62
Clerks,			9,540 45
Cross-ties,			202,137 18
Expenses on property,			9,029 65
Foremen, tool and watch-houses, repairs of,			1,788 64
Frogs,			6,578 80
Incidentals,			5,149 92
Oil, tallow, waste, etc.,			1,126 62
Rails, iron,			12,182 39
Rails, steel,			77,046 15
Road-bed, repairs of, labor and material,			135,330 84
Snow and ice, removing,			26,166 54
Spikes,			10,559 25
Splices,			26,184 48
Stationery and printing,			1,907 61
Superintendents and supervisors,			21,096 51
Switches,			26,190 48
Taxes on real estate for road,			16,364 70
Telegraph, repairs of,			4,458 39
Tools and repairs of tools,			14,353 55
Track, repairing,			237,876 77
Watchmen,			34,977 16
Total,	\$569,604 38	\$453,180 66	\$1,022,785 04
MAINTENANCE OF CARS.			
Car shops and sheds, repairs of,	\$3,078 51	\$1,949 61	\$5,028 12
Cars, repairs of freight,		173,624 34	173,624 34
Cars, repairs of passenger, baggage, express and postal,	242,381 48		242,381 48
Fuel for heating,	1,180 60	787 07	1,967 67
Incidentals,	730 59	570 67	1,301 26
Insurance,	3,189 30	2,418 68	5,607 98
Laborers,	15,312 27	10,414 84	25,727 11
Oil, tallow, waste, etc.,	11,535 85	10,971 41	22,507 26
Tools and repairs of tools,	4,086 28	2,646 70	6,732 98
Watchmen,	1,472 59	1,052 49	2,525 08
Total,	\$282,967 47	\$204,435 81	\$487,403 28
GENERAL EXPENSES.			
Advertising,			\$300 44
Attendants,			1,328 00
Clerks,			61,739 07
Incidentals and legal expenses,			2,588 63
Office expenses, repairs and furniture,			1,435 65
Salaries of president and other officers,			6,242 57
Stationery and blanks,			1,565 02
Total,	\$42,118 64	\$33,080 74	\$75,199 38

EARNINGS—SUMMARY.

Passenger transportation, local, \$1,905,740.75; through, \$1,328,509.28; total,	\$3,234,250 33
Freight transportation, local, \$2,502,941.10; through, \$475,212.96; total,	2,978,154 06
Mail service, \$133,191.50; express service, \$143,789.52; total,	276,981 02
Miscellaneous,	115,267 91
Total,	\$6,604,653 32

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$978,401 25	\$1,000,283 02	\$1,978,684 27
Motive power,	649,238 90	614,067 66	1,263,306 56
Maintenance of way,	569,604 38	453,180 66	1,022,785 04
Maintenance of cars,	282,967 47	204,435 81	487,403 28
General expenses,	42,118 64	33,080 74	75 199 38
Total operating expenses,	\$2,522,330 64	\$2,305,047 89	\$4,827,378 53
Earnings,			\$6,604,653 32
Expenses,			4,827,378 53
Net earnings,			1,777,274 79

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction and equipment,	\$14,147,367 75
Real estate,	363,960 85
Stocks and bonds,	1,830,476 06
Trustees of sinking funds,	368,000 00
Fuel and materials,	460,511 68
Accounts receivable,	851,377 83
Cash,	926,566 16
	\$18,948,260 33

LIABILITIES.

Capital stock,	\$11,819,350 00
Registered bonds,	4,500,000 00
Ground rents,	76,666 66
Pay-rolls and vouchers,	\$535,040 86
Interest and dividends,	496,625 50
Sundry accounts,	322,501 41
	1,354,167 77
Sinking funds,	\$368,000 00
Profit and loss,	830,075 90
	1,198,075 90
	\$18,948,260 33

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams. At a specified rate per 100 pounds with a minimum rate per month.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: None other than those owned by the Pennsylvania Railroad Company.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor: No.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates : Pullman's parlor and sleeping cars are run over our main line. Pullman Company collects its fare from the passenger.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service : A rate per mile per annum regulated according to weight.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year : Payable July 2, 1888, 3 per cent.; payable January 2, 1889, 4 per cent.

Paid in dividends, cash,	\$827,354 50
Paid to sinking fund,	36,000 00
Balance for the year, or surplus,	96,684 00
Surplus at commencement of the year,	\$1,152,137 05
Less charges,	86,745 15
	<u>1,065,391 90</u>
Total surplus, including sinking funds,	<u>1,198,075 90</u>

Surplus invested as follows :

Cash,	\$926,566 16
Trustees sinking fund,	368,000 00
Material, fuel and stores,	460,511 68
	<u>\$1,755,077 84</u>
Less balance of accounts due by company,	557,001 94
	<u>\$1,198,075 90</u>

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employes,	11	1	11	1
Others,	19	..	19	..
Total,	30	1	30	1

PICKERING VALLEY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
James Boyd,	President,	Norristown.
Howard Hancock,	Secretary,	Philadelphia.
John Welch,	Treasurer,	Philadelphia.

DIRECTORS (Elected January 14, 1889).

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Austin Corbin, . . .	Philadelphia, Pa.	Francis Hallman, . . .	Chester Springs, Pa.
H. K. Brownback, . . .	Font P. O., Pa.	Daniel Keely, . . .	Uwchlan, Pa.
John Oberholtzer, . . .	Norristown, Pa.	Jacob Beerbrower, . . .	Uwchlan, Pa.
Samuel Holman, . . .	Chester Springs, Pa.	Levi B. Kaler, . . .	Phoenixville, Pa.
Morris Fussel, . . .	Chester Springs, Pa.	Levi Oberholtzer, . . .	Phoenixville, Pa.
Jacob Emory, . . .	Chester Springs, Pa.	Horace Latshaw, . . .	Anselma, Pa.
Joseph J. Tustin, . . .	Chester Springs, Pa.		

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : The Pickering Valley Railroad.

By whom operated : Philadelphia and Reading Railroad Company.

By what authority : Lease.

The general offices of the company are located at 227 South Fourth street, Philadelphia.

For information concerning this report, address John Welch, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter April 3, 1869. Leased to Philadelphia and Reading Railroad Company September 1, 1871, for 29 years. Terms, Lessee to pay all expense of operating and to our company as rental a sum equal to 30 per cent. of the gross receipts.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount subscribed,	96,850 00
Amount now paid in, common,	35,655 00
Number of shares issued, full paid,	1,846
Amount paid in on each share issued,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due April 1, 1900 ; bear interest at 7 per cent., which is payable April and October), amount,	\$332,300 00
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UNFUNDED DEBT.

Total amount of unfunded debt,	367,438 15
Total amount of funded and unfunded debt,	\$699,738 15

DEBT—CONTINUED.

Funded debt as per last report,	\$332,300 00
Unfunded debt as per last report,	371,406 65

COST.

Cost of roads owned to November 30, 1887,	\$481,399 08
Total cost of roads owned to date,	481,399 08
Average of same per mile of road laid, 11.3 miles,	42,601 69

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Phoenixville to Byers,	11.30 miles.
Length of single main track,	11.30 miles.

SUMMARY.

Length of main line,	11.30 miles.
Total length of all roads owned, leased and operated,	11.30 miles.
Length of sidings and other tracks not above enumerated,	1 mile.
Length of all tracks,	12.30 miles.

GAUGE.

Gauge of lines,	4 ft. 8½ in.
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TRACK.

Miles of track laid with steel rail on lines owned, leased or operated,	1
Miles of track laid with iron rail on lines owned, leased or operated,	11.30
Weight of rail per yard, { Steel,	68 lbs.
{ Iron,	56 and 68 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	9
Wooden bridges, number of, 4; aggregate length,	210 feet.
Iron bridges, number of, 3; aggregate length,	70 feet.
Wooden trestles, number of, 2; aggregate length,	872 feet.
Total length of bridges and trestles,	1,152 feet.

CROSSINGS.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Frazier branch Pennsylvania Railroad, at Phoenixville.	
Number of crossings of highways at grade, in this Commonwealth,	18
Number of crossings of highways over railroad,	7
Number of crossings of highways under railroad,	6
Number of crossings at which gates or flagmen are maintained,	2
Number of crossings at which there are neither gates nor flagmen,	16

STATIONS.

Number of engine houses and shops owned by the company,	1
Number of fuel and water stations on main line,	1
Value of real estate held by the company, exclusive of roadway,	\$800 00

Material of foundation upon which track is laid: Wooden cross-ties and broken stone and cinder ballast.

Equipment is furnished by lessee.

EARNINGS—SUMMARY.

Rental lease account,	\$4,168 50
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CORPORATION EXPENSES—SUMMARY.

General expenses,	\$251 47
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GENERAL BALANCE SHEET, 1888.

ASSETS.	
Construction,	\$480,599 08
Real estate,	800 00
Cash,	88 34
Profit and loss,	423,948 07
	<u>\$905,435 49</u>
LIABILITIES.	
Capital stock,	\$95,655 00
Mortgage bonds April, 1900,	332,300 00
Unfunded debt,	367,438 15
Sundry credit,	110,042 34
	<u>\$905,435 49</u>

PINE CREEK RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Henry Sherwood,	President,	Wellsboro', Pa.
George J. Magee,	Vice President,	Watkins, N. Y.
E. V. W. Rossiter,	Secretary and Treasurer,	New York city.
Anton Hardt,	Chief Engineer,	Wellsboro', Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Cornelius Vanderbilt,	New York city.	William Howell,	Antrim, Pa.
William K. Vanderbilt,	New York city.	J. B. Niles,	Wellsboro', Pa.
Chauncey M. Depew,	New York city.	Walter Sherwood,	Wellsboro', Pa.
H. McK. Twombly,	New York city.	John W. Bailey,	Wellsboro', Pa.
George J. Magee,	Watkins, N. Y.	Jefferson Harrison,	Wellsboro', Pa.
Anton Hardt,	Wellsboro', Pa.	E. G. Schieffelin,	Stokesdale, Pa.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road: The Pine Creek Railway.

By whom operated: Fall Brook Coal Company.

By what authority: Contract of lease dated December 18, 1882.

The general offices of the company are located at Wellsboro', Pa.

For information concerning this report, address E. V. W. Rossiter, Treasurer, Grand Central depot, New York.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized as Jersey Shore, Pine Creek and Buffalo Railway Company.

Name changed to Pine Creek Railway Company, by decree of court of common pleas of Tioga county, Pa., February 6, 1884.

CAPITAL STOCK.

Amount authorized by law, with right of increase to \$4,000,000.00,	\$1,000,000 00
Amount authorized by votes of company,	1,000,000 00
Amount now paid in, common,	1,000,000 00
Number of shares issued,	20,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due December 1, 1932; bear interest at 6 per cent, which is payable June 1 and December 1), amount,	\$3,500,000 00
Second mortgage bonds (due December 1, 1932; bear interest at 6 per cent, which is payable June 1 and December 1), amount,	142,000 00
Total amount of funded debt,	\$3,642,000 00

DEBT—CONTINUED.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$137,346 35	
Debt incurred for any other purpose, and for what: Income, etc.,	194,493 18	
Total amount of unfunded debt,		331,839 53
Total amount of funded and unfunded debt,		\$3,973,839 53
Funded debt as per last report,	\$3,500,000 00	
Unfunded debt as per last report,	412,664 40	
Total cash realized from capital stock and debt,		\$4,973,839 53

COST.

Cost of roads owned to December 31, 1887,	\$4,637,128 06
Total cost of roads owned to date,	4,637,128 06
Average of same per mile of single track,	61,993 69
Proportion of same for Pennsylvania,	61,993 69
Total cost of roads,	4,637,128 06
Proportion of same for Pennsylvania,	4,637,128 06

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Stokesdale Junction to Newberry Junction,	74.8	74.8
Length of single main track,	74.8	74.8
SUMMARY.		
Length of main line,	74.8	74.8
Length of sidings and other tracks not above enumerated,	16.6	16.6
Length of all tracks,	91.4	91.4

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	91.4	91.4
Weight of rail per yard, steel,		60 lbs.

TELEGRAPH LINES.

Length of line in miles,	74.8
Number of miles of wire,	149.6

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	41
Wooden bridges, number of, 24; aggregate length,	1,614 feet.
Stone bridges, number of, arch culverts, 6; aggregate length,	78 feet.
Iron bridges, number of, 4; aggregate length,	928 feet.
Wooden trestles, number of, 7; aggregate length,	606 feet.
Total length of bridges and trestles,	3,226 feet

CHARACTERISTICS OF ROAD--CONTINUED.

CROSSINGS.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth : Philadelphia and Erie Railroad, between Newberry and Linden.
Number of crossings of highways at grade, in this Commonwealth, 28
Number of crossings of highways over railroad, 1
Number of crossings of highways under railroad, 5

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	11	11
Number of engine houses and shops owned by the company,	2	2
Number of fuel and water stations on main line,	8	8

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$4,637,128 06
Bills and accounts receivable,	218 29
Profit and loss,	335,344 91
Cash,	1,148 27
	<u>\$4,973,839 53</u>

LIABILITIES.

Capital stock,	\$1,000,000 00
Registered first mortgage bonds,	3,500,000 00
Registered second mortgage bonds,	142,000 00
Unfunded debt, account construction,	137,346 35
Unfunded debt, other,	194,493 18
	<u>\$4,973,839 53</u>

See report of lessee.

PINE CREEK RAILWAY—FALL BROOK COAL COMPANY, LESSEES AND OPERATORS.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
George J. Magee,	President,	Corning, N. Y.
John Lang,	First Vice President and Treasurer,	Corning, N. Y.
Daniel Beach,	Second Vice President and Counsel,	Corning, N. Y.
John H. Lang,	Secretary and Assistant Treasurer,	Corning, N. Y.
W. Nicholson,	Auditor,	Corning, N. Y.
Anton Hardt,	Chief Engineer,	Corning, N. Y.
E. F. Kershner,	Traffic Manager,	Corning, N. Y.
G. R. Brown,	General Superintendent,	Corning, N. Y.
R. H. Canfield,	Assistant Superintendent,	Corning, N. Y.
J. D. Lawton,	Local Freight Agent,	Corning, N. Y.
W. H. Northrop,	Passenger Agent,	Corning, N. Y.
J. B. Terbell,	Car Accountant,	Corning, N. Y.

See report of the Pine Creek Railway Company.

GENERAL INFORMATION.

Name of road : Pine Creek Railway.

By whom operated : Fall Brook Coal Company.

By what authority : Lease.

The general offices of the Fall Brook Coal Company are located at Corning, N. Y.

For information concerning this report, address John Lang, First Vice President and Treasurer, Corning, N. Y.

How are the passenger cars on your road heated, lighted and ventilated? Martin anti-fire system (steam) ; head-light oil lamps ; ventilating windows and screens in roof.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Stokesdale Junction, Pa., to Newberry, Pa.,	74.8	74.8
Length of single main track,	74.8	74.8
SUMMARY.		
Length of main line,	74.8	74.8
Length of sidings and other tracks not above enumerated,	18	18
Length of all tracks,	92.8	92.8

GAUGE.

Gauge of lines, 4 ft. 8½ ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	92.8	92.8

CHARACTERISTICS OF ROAD—CONTINUED.

Weight of rail per yard, steel, 62 lbs.

TELEGRAPH LINES.

Length of lines in miles in Pennsylvania, 75
 Number of miles of wire in Pennsylvania, 150

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . . 41
 Wooden bridges, number of, 21; aggregate length, 1,404 feet.
 Stone bridges (arch culverts), number of, 6; aggregate length, . . . 78 feet.
 Iron bridges, number of, 7; aggregate length, 1,060½ feet.
 Wooden trestles, number of, 7; aggregate length, 606 feet.
 Total length of bridges and trestles, 3,148½ feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth:
 Philadelphia and Erie Railroad, between Newberry and Linden, Pa.
 Number of crossings of highways at grade, in this Commonwealth, . . . 28
 Number of crossings of highways over railroad, 1
 Number of crossings of highways under railroad, 5

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	11	11
Number of engine houses and shops owned by the company,	2	2
Number of fuel and water stations on main line,	8	8

Material of foundation upon which track is laid: Gravel and stone ballast.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Equipment furnished by other parties and used in connection with the operating of this road, the C. C. and A. Ry., and S. G. and C. Ry. Locomotives,	60	10,800
Passenger cars, first class,	16	
Passenger cars, second class,	8	
Total passenger cars,	24	4,300
Baggage, mail and express cars,	8	4,000
Freight cars, eight wheel,	1,740	495
Freight cars, four wheel,	500	250
Total freight cars,	2,240	
Cars, roadway department, 8-wheel,	5	750
Cars, roadway department, 4-wheel,	37	600
Hand cars and hand trucks,	168	138

Train brake in use: Westinghouse automatic air brake on passenger trains; common hand brake on freight trains.

Average number of ears in passenger trains, including mail, express and baggage ears, 3
 Average number of cars in freight trains, 45
 Average weight of passenger trains, including locomotive and tender, in working order, in tons, about, 125
 Average weight of freight trains, including locomotive and tender, in working order, in tons, about, 1,300

CHARACTERISTICS OF ROAD—CONTINUED.

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	252
Same in Pennsylvania,	242

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	89,483
Number of miles run by freight and coal trains,	426,083
Total number of miles run,	515,566
Number of passengers carried one mile in Pennsylvania,	2,059,865
Number of tons of 2,000 pounds of through freight for the year on main road,	1,260,301
Number of tons of 2,000 pounds of local freight for the year,	1,805,834
Number of tons of freight carried one mile,	146,837,408
Number of tons of freight carried one mile in Pennsylvania,	146,837,408
Gross amount of tonnage for the year (2,000 pounds per ton),	3,066,135
Average rate of speed adopted by ordinary passenger and express trains, including stops (miles per hour),	18
Average rate of speed adopted by express trains, including stops, (miles per hour),	28
Average rate of speed adopted by freight trains, including stops (miles per hour),	15

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	673,069	Agricultural products,	164,943
Bituminous coal and coke,	1,382,524	Merchandise and manufactures,	218,029
Petroleum and other oils,	614	Live stock,	2,344
Pig iron,	1,855	Lumber,	457,474
Railroad iron,	6,621	Other articles,	13,111
Other iron or castings,	15,097		
Iron and other ores,	117,315	Total,	3,066,135
Stone and lime,	13,139		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, and joint and local freight and coal, per ton per mile (approximate average),004569 cents.
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EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888.	181	14,118	.....	6,143	117,887	.....	6,324	132,005	\$3,128 52
February, 1888.	122	9,516	.....	6,796	105,259	.....	6,918	114,775	2,308 11
March, 1888.	108	8,428	.....	7,382	121,190	.....	7,490	129,618	2,446 20
April, 1888.	627	48,906	.....	8,347	167,971	.....	8,974	216,877	4,390 75
May, 1888.	179	13,962	.....	9,198	149,140	.....	9,377	163,102	3,571 28
June, 1888.	266	20,748	.....	8,996	158,769	.....	9,262	179,517	4,344 22
July, 1888.	536	41,808	.....	8,158	173,375	.....	8,694	215,183	4,234 88
August, 1888.	304	23,712	.....	11,503	196,155	.....	11,807	219,867	4,372 10
September, 1888.	240	18,720	.....	10,278	160,746	.....	10,518	179,466	4,594 23
October, 1888.	247	19,266	.....	7,813	137,391	.....	8,060	156,657	4,267 25
November, 1888.	219	17,082	.....	9,181	157,259	.....	9,400	174,341	3,637 99
December, 1888.	223	17,394	.....	9,532	161,063	.....	9,755	178,457	3,037 99
Total,	3,252	253,660	.....	103,327	1,806,205	.....	106,579	2,059,865	\$44,333 22

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOW :

For first-class through passengers, 3 cents; for first-class passengers, mileage books, 2 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888.	33,897	2,542,275	.....	144,436	4,916,741	.....	178,333	7,459,016	\$30,171 26
February, 1888.	32,425	2,431,875	.....	158,134	3,862,806	.....	190,559	6,294,681	29,884 20
March, 1888.	57,377	4,673,275	.....	175,317	4,651,398	.....	232,694	9,324,673	40,198 73
April, 1888.	98,843	7,413,225	.....	177,116	4,916,697	.....	275,959	12,329,922	54,590 23
May, 1888.	118,783	8,908,725	.....	141,550	4,276,187	.....	260,333	13,184,912	60,796 39
June, 1888.	136,574	10,243,050	.....	125,467	3,673,038	.....	262,041	13,916,088	64,487 73
July, 1888.	140,410	10,530,750	.....	140,839	4,055,730	.....	280,719	14,586,480	64,901 11
August, 1888.	100,253	7,521,775	.....	145,503	4,740,241	.....	245,756	12,262,016	59,431 81
September, 1888.	138,610	10,395,750	.....	132,959	3,775,448	.....	271,569	14,171,198	60,726 40
October, 1888.	175,763	13,182,225	.....	141,382	4,098,180	.....	320,145	17,280,405	73,691 57
November, 1888.	152,635	11,447,625	.....	142,125	3,738,416	.....	294,760	15,186,041	70,169 27
December, 1888.	74,731	5,604,825	.....	178,506	5,237,151	.....	253,237	10,841,976	59,938 50
Total,	1,260,301	94,895,375	.....	1,805,834	51,942,033	.....	3,066,135	146,837,408	\$670,987 20

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888,		\$178 40	\$0 87	\$179 27
February, 1888,	\$1,510 53	124 69	6 09	1,641 31
March, 1888,		134 78	23 48	158 26
April, 1888,		160 38	21 14	181 52
May, 1888,	1,362 03	172 31	1 81	1,536 15
June, 1888,		185 91	19 00	204 91
July, 1888,		181 18	27 90	209 08
August, 1888,	1,436 28	174 32	8 76	1,619 36
September, 1888,		179 14	24 30	203 44
October, 1888,		173 64	29 63	203 27
November, 1888,		180 13	4 23	184 36
December, 1888,	1,436 28	137 84	17 33	1,591 45
Total,	\$5,745 12	\$1,982 72	\$184 54	\$7,912 38

RECAPITULATION.

Total passenger earnings for the year,	\$44,333 22
Total freight earnings for the year,	670,987 20
Total earnings from all other sources,	7,912 38
Total earnings for the year,	\$723,232 80
Proportion of earnings in Pennsylvania to earnings of whole line,	\$723,232 80

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Agents and clerks,	\$19,423 32
Baggage masters (train),	489 70
Brakemen,	34,314 15
Conductors,	3,633 44
Heating stations,	937 20
Legal expenses,	1,754 95
Lighting stations,	225 18
Loss and damage,	2,230 04
Stationery and printing,	2,354 48
Stations, repairs of,	2,661 11
Superintendents,	2,500 00
Taxes, State,	1,009 17
Telegraph expenses and operators,	7,926 03
Total,	\$79,458 77

MOTIVE POWER.

Locomotives used in operating this road furnished by other parties.	
Amount paid them for services of same, including engineers, firemen, fuel, repairs and all other expenses,	\$104,232 62

MAINTENANCE OF WAY.

Ballast,	\$16,966 31
Bridges, repairs of,	12,112 83
New iron bridges,	16,199 42
Cross-ties,	18,572 80
Expenses of property,	2,356 86
Frogs,	883 66
Road-bed and track, repairs of, labor and material,	76,339 63
Superintendents and supervisors,	2,200 00
Switches,	7,463 44
Watchmen,	1,512 25
Total,	\$154,607 20

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MAINTENANCE OF CARS.

All cars used in operating the road furnished by other parties, including repairs and expenses, amount paid them for same, \$118,565 17

GENERAL EXPENSES.

Advertising,	\$675 61
Fuel and light,	1,117 62
Incidentals and legal expenses,	1,291 50
Salaries of president and other officers,	12,000 00
Stationery and blanks,	1,900 90
Taxes on real estate,	79 79
Total,	<u>\$17,065 42</u>

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$44,333 22
Freight transportation, local and through,	670,987 20
Mail service, \$5,745.12; express service, \$1,982.72; total,	7,727 84
Miscellaneous,	184 54
Total,	<u>\$723,232 80</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$79,458 77
Motive power,	104,232 62
Maintenance of way,	154,607 20
Maintenance of cars,	118,565 17
General expenses,	17,065 42
Total operating expenses,	<u>\$473,929 18</u>
Rental paid Pine Creek Railway Company during the year,	216,969 83
Total expenditures during the year,	<u>\$690,899 01</u>

Operating expenses, 65.52 per cent. of earnings.

Earnings per mile of road operated,	\$9,643 10
Expenses per mile of road operated,	9,211 99
Net earnings,	<u>\$431 11</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: American Express Company pay first-class rates; Railroad Company furnish cars, and keeps in repairs.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Red, White, Blue, Nickel Plate, Merchants' Despatch, Inter-State Despatch; a pro-rata of a fixed through rate of freight.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? Each line furnishes its own cars, at regular mileage rates; no preference given, except on perishable freight.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service: at rate of \$6,042.11 per annum.

ACCIDENTS TO PERSONS.

Passengers injured from causes beyond their own control,	2
Employés killed from causes beyond their own control,	1
Employés injured from causes beyond their own control,	<u>10</u>

PITTSBURGH AND CASTLE SHANNON RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Walter Chess,	President,	Pittsburgh, Pa.
H. F. Voigt,	Vice President,	Pittsburgh, Pa.
E. J. Reamer,	Secretary and Treasurer, . .	Pittsburgh, Pa.
S. Schoyer, Jr.,	General Solicitor,	Pittsburgh, Pa.
Edeburn & Cooper,	Chief Engineers,	Pittsburgh, Pa.
John Jahn,	Superintendent,	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
James M. Bailey,	Pittsburgh, Pa.	James R. Redman,	Allegheny City, Pa.
W. H. Brunt,	Pittsburgh, Pa.	Charles Zugsmith,	Pittsburgh, Pa.
Jacob Geib,	Pittsburgh, Pa.	S. Gallenger,	Pittsburgh, Pa.
P. F. Schuchman,	Pittsburgh, Pa.	H. F. Voigt,	Pittsburgh, Pa.
L. S. McKallip,	Pittsburgh, Pa.	H. D. Rolfe,	Homestead, Pa.

Date of annual meeting for election of directors, February 21, 1888; February 19, 1889.

GENERAL INFORMATION.

Name of road : Pittsburgh and Castle Shannon Railroad.

By whom operated : Pittsburgh and Castle Shannon Railroad Company.

By what authority : Charter from State of Pennsylvania and supplements thereto.

The general offices of the company are located at Pittsburgh, Pa.

For information concerning this report, address E. J. Reamer, Secretary and Treasurer, Pittsburgh, Pa.

How are the passenger cars on your road heated, lighted and ventilated? Heated with anthracite stoves, lighted by oil lamps, ventilated by registers in elevation in roof.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

September 17, 1871. Pittsburgh and Castle Shannon Railroad Company.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount authorized by votes of company,	481,400 00
Amount subscribed,	481,400 00
Amount now paid in, common,	481,400 00
Number of shares issued,	9,628
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due April 1, 1890; bear interest at 7 per cent., which is payable April 1 and October 1), amount, \$50,000 00

UNFUNDED DEBT.

Debt incurred for any other purpose, and for what, bill and pay-rolls, 7,220 87

Total amount of funded and unfunded debt, \$57,220 87

Funded debt as per last report, \$59,900 00

Unfunded debt as per last report, 7,724 49

Total cash realized from capital stock and debt, \$531,400 00

COST.

Total cost of roads owned to date, per readjustment, December 31, 1888, \$147,000 00

Average of same per mile of road laid, 22,615 40

Average of same per mile of single track, 18,375 00

Total cost of equipment owned, per readjustment, December 31, 1888, 21,870 00

Average cost of equipment per mile of road owned by the company, 3,364 60

Average cost of equipment per mile of road operated by company, 3,364 60

Cost of road and equipment per mile (of road owned by company,) . 25,980 00

Total cost of roads and equipment, readjusted value, 168,870 00

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

1888, December 31, readjustment of value of railroad and equipment by the board of directors.

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Pittsburgh to Arlington, 6.50 miles.

Length of second main track, 6.50 miles.

SUMMARY.

Length of main line, 6.50 miles.

Length of sidings and other tracks not above enumerated, 1.50 miles.

Length of all tracks, 8.00 miles.

GAUGE.

Gauge of lines, 40 inches.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	7	7
Miles of track laid with iron rail on lines owned, leased or operated, .	1	1
	8	8

Weight of rail per yard, iron, { Steel, 50 to 56 lbs.

{ Iron, 45 to 50 lbs.

TELEPHONE LINES.

Length of lines in miles, 6; in Pennsylvania, 6

Number of miles of wire, 24; in Pennsylvania, 24

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . 4

Wooden trestles, number of 4; aggregate length, 1,530 feet

Total length of bridges and trestles, 1,530 feet.

CHARACTERISTICS OF ROAD—CONTINUED.

CROSSINGS.

Railroads crossing lines owned by the company over grade, in this Commonwealth: Pittsburgh, Cincinnati and St. Louis railroad at Pittsburgh.

Number of crossings of highways at grade in this Commonwealth,	3
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	1

Statement of regulations governing employes in regard to these crossings: Blowing the whistle or ringing the bell of locomotive.

STATIONS.

Number of stations on main line, passenger 2; freight 2,	2
Number of engine-houses and shops owned by the company,	1
Number of fuel and water stations on main line,	2
Value of real estate held by the company, exclusive of roadway,	\$15,440 40
Number of tunnels on all lines owned by the company,	2
Aggregate length of tunnels (one 1,746 feet not in use),	3,506

Material of foundation upon which track is laid: Stone ballast, oak ties.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	5	\$6,750 00
Passenger cars, first-class,	3	2,700 00
Passenger cars, second-class,	2	400 00
Baggage, mail and express cars,	3	1,100 00
Freight cars, 8-wheel,	4	300 00
Freight cars, 4-wheel,	376	40 00
Total freight cars,	380	

Train brake in use: Common hand brake.

Average number of cars in passenger trains, including mail, express and baggage cars,	3
Average number of cars in freight trains,	30
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	32
Average weight of freight trains, including locomotive and tender, in working order, in tons,	38

EMPLOYES.

Average number of persons regularly employed by company, including officials, exclusive of coal miners,	60
Same in Pennsylvania,	60

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	43,700
Number of miles run by freight and coal trains,	7,600
Total number of miles run,	51,300
Number of passengers carried one mile in Pennsylvania,	1,220,000
Net cost per mile for each passenger carried; can not separate our accounts.	
Number of tons of 2,000 pounds of through freight for the year on main road,	833
Number of tons of 2,000 pounds of local freight for the year, mostly our own coal,	27,840
Number of tons of freight carried one mile, in Pennsylvania,	102,440
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	12
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

DOINGS OF THE YEAR—CONTINUED.

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal and coke,	27,840
Other articles,	833
Total,	28,673

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For local freight per ton per mile,	0.33½ cent.
For local coal, carry our own coal only.	

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
January, 1888,	17,971	14,110	\$1,557 05
February, 1888,	17,733	13,238	1,532 75
March, 1888,	19,181	13,210	1,664 35
April, 1888,	20,250	15,040	1,828 65
May, 1888,	23,269	17,162	2,228 10
June, 1888,	23,784	17,668	2,259 10
July, 1888,	26,833	14,762	2,689 60
August, 1888,	26,018	18,292	2,421 15
September, 1888,	26,411	14,692	2,450 75
October, 1888,	22,243	14,918	1,915 85
November, 1888,	22,226	14,936	1,913 05
December, 1888,	22,099	15,920	2,062 85
Total,	268,020	183,948	\$24,533 25

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers, 3 cents; for first-class way passengers, 3 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	AMOUNT.	AMOUNT.	AMOUNT.
January, 1888,	\$64 34	\$72 48	\$136 82
February, 1888,		66 57	66 57
March, 1888,		105 27	105 27
April, 1888,	64 34	134 73	199 07
May, 1888,		96 30	96 30
June, 1888,		90 56	90 56
July, 1888,	64 34	86 02	150 36
August, 1888,		82 80	82 80
September, 1888,		84 17	84 17
October, 1888,	64 34	96 30	160 64
November, 1888,		130 81	130 81
December, 1888,		116 00	116 00
Total,	\$257 36	\$1,161 01	\$1,418 37

FROM ALL OTHER SOURCES.

May, 1888, received from sales of 732,630 bushels coal, nut coal, slack and coke,	\$41,184 04
July, 1888, received from interest and rents,	696 56
September, 1888, received from sales of scrap, etc.,	565 60
Total,	\$42,446 20

RECAPITULATION.

Total passenger earnings for the year,	\$24,533 25
Total freight earnings for the year,	1,418 37
Total earnings from all other sources,	42,446 20
Total earnings for the year,	\$68,397 82
Proportion of earnings in Pennsylvania to earnings of whole line,	\$68,397 82

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Wages of employes, including coal miners,	\$41,902 70
Rental,	2,500 00
Coal acreage,	1,700 00
Horse feed, pit posts, etc.,	2,130 83
Total,	<u>\$49,233 53</u>
Oil and waste,	\$626 30
Maintenance of way and cars,	<u>5,597 66</u>

GENERAL EXPENSES.

Advertising and stationery,	\$731 92
Insurance,	454 87
Commissions, incidentals and legal expenses, office expenses, repairs and furniture,	1,048 43
Salaries of officers,	2,100 00
Taxes on real estate and water rents,	1,352 44
State taxes,	470 79
Total,	<u>\$6,158 45</u>

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$24,533 25
Freight transportation, local and through,	1,418 37
Miscellaneous,	42,446 20
Total,	<u>\$68,397 82</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$49,233 53
Oil and waste,	626 30
Maintenance of way and cars,	5,597 66
General expenses,	6,158 45
Total operating expenses,	<u>\$61,615 94</u>

Operating expenses, 90.1 per cent. of earnings.

Earnings per mile of road operated,	\$10,522 74
Expenses per mile of road operated,	9,478 37
Net earnings,	<u>6,781 88</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Railroad, inclined planes, shops, coal works, etc.,	\$147,000 00
Equipment, 5 locomotives, 388 cars (all kinds),	21,870 00
Coal lands, 434 acres,	33,170 50
Real estate, 63 acres and improvements,	15,440 40
Live stock, wagons and harness,	2,288 00
Office furniture,	260 00
Book accounts,	5,594 41
Cash,	18,174 25
Profit and loss,	293,824 40
Total,	<u>\$537,621 96</u>

GENERAL BALANCE SHEET—CONTINUED.

LIABILITIES.

Capital stock,	\$481,400 00
First mortgage bonds,	50,000 00
Coupon account,	35 00
Pay-rolls,	3,937 75
Book accounts,	2,249 21
Total,	<u>\$537,621 96</u>

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$257.36 for carrying the mail seven times weekly each way for five small pouches.

STOCK AND DIVIDENDS.

Paid interest on bonds,	\$3,719 13
Balance for the year, or surplus,	3,062 75
Surplus at commencement of the year,	619 79
Total surplus,	3,682 54
Cash and loans,	<u>3,682 54</u>

ACCIDENTS TO PERSONS.

Employés injured from own misconduct or carelessness,	<u>1</u>
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PITTSBURGH, CHARTIERS AND YOUGHIOGHENY RAIL- WAY COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. E. Schwartz,	President,	Pittsburgh, Pa.
R. T. Hill,	{ Secretary, } { Treasurer, } { Auditor, }	Pittsburgh, Pa.
George S. Davison,	Chief Engineer,	Mansfield, Pa.
George S. Davison,	Superintendent,	Mansfield, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. E. Schwartz,	Pittsburgh, Pa.	Edward Gregg,	Allegheny, Pa.
Jacob Henricl,	Economy, Pa.	E. H. Stowe,	Pittsburgh, Pa.
Henry Hice,	Beaver, Pa.	O. P. Scaile,	Allegheny, Pa.
John Reeves,	Beaver Falls, Pa.	John G. MacConnell,	Pittsburgh, Pa.
F. M. Love,	Sewickley, Pa.	Wm. A. Robinson,	Allegheny, Pa.
B. F. Wilson,	Pittsburgh, Pa.	William Miller,	Allegheny, Pa.

GENERAL INFORMATION.

Name of road: Pittsburgh, Chartiers and Youghioghenny Railway.

By whom operated: Pittsburgh, Chartiers and Youghioghenny Railway Company.

The general offices of the company are located at Pittsburgh, Pa.

For information concerning this report, address R. T. Hill, Secretary and Treasurer, 60 Fourth avenue.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated October 26, 1881. Opened for business in 1883.

CAPITAL STOCK.

Amount authorized by law,	\$600,000 00
Amount authorized by votes of company,	600,000 00
Amount subscribed,	593,600 00
Amount now paid, common,	593,600 00
Number of shares issued,	11,872
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due A. D. 1902; bear interest at 6 per cent., which is payable February and August), amount,	\$320,000 00
Second mortgage bonds (due A. D. 1907; bear interest, which is payable April and October), amount,	302,000 00
Total amount of funded debt,	\$622,000 00

DEBT—CONTINUED.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$92,256 98	
Debt incurred for any other purpose, and for what:		
For labor and material furnished,	13,098 70	
Total amount of unfunded debt,		\$105,355 68
Total amount of funded and unfunded debt,		\$727,355 68
Funded debt as per last report,	\$563,000 00	
Unfunded debt as per last report,	107,819 27	
Total cash realized from capital stock and debt,		\$1,304,505 68

COST.

Cost of roads owned to November 30, 1887,	\$910,453 75
Cost of additions for the year ending November 30, 1888,	26,287 67
Total cost of roads owned to date,	936,741 42
Average of same per mile of road laid,	43,167 80
Average of same per mile of single track,	61,627 72
Proportion of same for Pennsylvania,	61,627 72
Cost of equipment owned to November 30, 1887,	184,326 11
Cost of equipment additions for the year ending November 30, 1888,	44,315 18
Total cost of equipment owned,	228,641 29
Average cost of equipment per mile of road owned by the company,	10,536 46
Proportion of same for Pennsylvania,	10,536 46
Cost of road and equipment per mile (of road owned by company),	53,704 27
Proportion of same for Pennsylvania,	53,704 27
Total cost of roads and equipment,	1,165,382 71
Proportion of same for Pennsylvania,	1,165,382 71

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Chartiers to Junction No. 1 with Valley Railway,	7.4
Length of single main track from County Farm to Junction No. 2,	1.0

BRANCHES.

Painter's Run Branch, from Junction No. 2 {	Length of road, . . .	1.9
to Beadling Brothers' coal works, {	Length of single track, . . .	1.9
Thoms Run Branch, from County Farm to {	Length of road, . . .	4.2
Beechmont, {	Length of single track, . . .	4.2
Thoms Run Branch, from West Chartiers {	Length of road, . . .	0.7
to Ohio river, {	Length of single track, . . .	0.7

SUMMARY.

Length of main line,	15.2
Total length of all roads owned, leased and operated,	15.2
Length of sidings and other tracks not above enumerated,	6.5
Length of all tracks,	21.7

GAUGE.

Gauge of lines,	4 ft. 8 $\frac{3}{4}$ ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	21.2	21.2
Miles of track laid with iron rail on lines owned, leased or operated,	0.5	0.5

CHARACTERISTICS OF ROAD—CONTINUED.

Weight of rail per yard,	{ Steel,	56 lbs.
	{ Iron,	56 lbs.

TELEGRAPH LINES.

Length of lines in miles,	16.4
Number of miles of wire,	22.9

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	21
Wooden bridges, number of, 6; aggregate length,	197 feet.
Iron bridges, number of, 6; aggregate length,	860 feet.
Wooden trestles, 9; aggregate length,	5,965 feet.
Total length of bridges and trestles,	7,022 feet.

CROSSINGS.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Pittsburgh and Lake Erie Railroad, at Chartiers (under grade); Pittsburgh, Cincinnati and St. Louis Railway, at near Mansfield (over grade).

Number of crossings of highways at grade, in this Commonwealth,	25
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	3
Number of crossings at which gates or flagmen are maintained,	1
Number of crossings at which there are neither gates nor flagmen,	29

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 5; freight, 5,	5	5
Number of fuel and water stations on main line,		2
Number of fuel and water stations on branches,		1
Aggregate length of tunnels,		326 ft.

Material of foundation upon which track is laid: One-half mile ballasted with gravel, 7 miles stone and 7 miles with refuse from coal mines.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	4	\$8,677 50
Passenger cars, first-class,	2	4,650 00
Passenger cars, second class,	2	3,800 00
Total passenger cars,	4	
Freight cars, 8-wheel,	236	
Freight cars, 4-wheel,	122	
Total freight cars,	358	435 58
Cars, roadway department, 8-wheel,	14	400 00
Hand cars and hand trucks,	7	75 00

Train brake in use: Westinghouse automatic on passenger trains.	
Average number of cars in passenger trains, including mail, express and baggage cars,	2
Average number of cars in freight trains,	25
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	70
Average weight of freight trains, including locomotive and tender, in working order, in tons,	800

CHARACTERISTICS OF ROAD—CONTINUED.
EMPLOYEES.

Average number of persons regularly employed by company, including officials,	75
Same in Pennsylvania,	75

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	37,600
Number of miles run by freight and coal trains,	40,848
Total number of miles run,	78,448
Number of passengers carried one mile in Pennsylvania,	522,283
Net cost per mile for each passenger carried,	3.903 cents.
Number of tons of 2,000 pounds of local freight for the year,	456,295
Number of tons of freight carried one mile,	5,476,858
Number of tons of freight carried one mile in Pennsylvania,	5,476,858
Gross amount of tonnage for the year (2,000 pounds per ton),	456,295
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	20
Average rate of speed adopted by freight trains, including stops (miles per hour),	10

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal and coke,	443,511	Agricultural products,	686
Railroad iron,	83	Merchandise and manufactures,	1,258
Other iron or castings,	2,855	Lumber,	4,824
Iron and other ores,	1,490		
Stone and lime,	1,588	Total,	456,295

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For local freight, per ton per mile,	1.363 cents.
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
December, 1887,	8,509	44,134	\$767 43
January, 1888,	9,171	44,678	718 68
February, 1888,	8,690	44,444	740 59
March, 1888,	8,055	40,940	704 33
April, 1888,	8,085	43,904	759 45
May, 1888,	9,271	48,878	896 47
June, 1888,	7,685	41,140	757 58
July, 1888,	6,573	33,809	733 04
August, 1888,	6,334	33,682	607 32
September, 1888,	6,924	36,298	661 56
October, 1888,	8,686	48,534	843 35
November, 1888,	10,073	58,842	947 20
Total,	98,056	522,283	\$9,137 00

EARNINGS FOR THE YEAR—CONTINUED.

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class way passengers, 1.749 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	MILES.	AMOUNT.
December, 1887,	32,379	383,211	\$4,866 45
January, 1888,	43,050	522,487	6,628 11
February, 1888,	24,977	328,889	4,042 13
March, 1888,	31,802	397,904	5,166 92
April, 1888,	36,221	445,140	5,616 01
May, 1888,	48,383	564,695	7,538 75
June, 1888,	41,687	494,300	6,511 45
July, 1888,	46,978	545,978	7,973 08
August, 1888,	27,887	332,871	4,830 52
September, 1888,	42,382	515,847	7,439 76
October, 1888,	52,966	619,450	9,120 17
November, 1888,	27,583	326,089	4,915 90
Total,	456,295	5,476,858	\$74,649 25

FROM ALL OTHER SOURCES.

December, 1887,	\$559 30
January, 1888,	244 05
February, 1888,	273 02
March, 1888,	294 91
April, 1888,	631 70
May, 1888,	781 56
June, 1888,	485 96
July, 1888,	562 85
August, 1888,	480 61
September, 1888,	510 36
October, 1888,	356 88
November, 1888,	737 77
Total,	\$5,918 80

RECAPITULATION.

Total passenger earnings for the year,	\$9,137 00
Total freight earnings for the year,	74,649 25
Total earnings from all other sources,	5,918 80
Total earnings for the year,	\$89,705 05
Total receipts from all sources on whole length of line,	\$89,705 05
Proportion of earnings in Pennsylvania to earnings of whole line, all.	

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$7,076 70
Land or land damages,	3,271 09
New locomotives, number, 1,	7,985 23
New freight cars (four wheel), number, 122,	32,850 63
New machinery,	3,055 46
Any other expenditures chargeable to this account,	16,363 67
Total,	\$70,602 88

Proportion for Pennsylvania, all.

EXPENDITURES FOR OPERATING DURING THE YEAR.
CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$25 00		\$25 00
Agents,	548 95	\$1,110 68	1,659 63
Brakemen,	1,476 92	4,585 98	6,062 90
Cars, cleaning,	350 10	356 87	706 97
Car service,	18 31	87 00	105 31
Conductors and train agents,	1,074 03	2,532 62	3,606 65
Dispatchers,	199 98	400 02	600 00
Coal tippie,		620 53	620 53
Expenses of stations, except labor,		25	25
Heating cars,	6 09		6 09
Heating stations,	17 89	23 26	41 15
Incidentals,	27 70	26 89	54 59
Labor at stations,	73 90	33 34	107 24
Lighting stations,	3 98		3 98
Loss and damage,		16 78	16 78
Oil for lamps,		33 15	33 15
Stationery and printing,	477 06	784 34	1,261 40
Stations, repairs of and furniture for,	83 41	223 44	306 85
Superintendents,	377 86	768 75	1,146 61
Switchmen,	159 96	320 04	480 00
Taxes on stations, personal injury,	3 90	231 75	235 65
Telegraph expenses,	440 27	923 42	1,363 69
Watchmen,		18 00	18 00
Wharves and landings, repairs of,		188 60	188 60
Wrecks, clearing,	95 78	303 16	398 94
Total,	\$5,461 09.	\$13,588 87	\$19,049 96
MOTIVE POWER.			
Enginememen and firemen, passenger,	\$1,794 84	\$4,147 89	\$5,942 73
Enginememen and firemen, freight,	250 00	624 15	874 15
Engue houses and machine shops, etc., re- pairs of,	15 94	53 35	69 29
Fuel for heating,	4 08	13 10	17 18
Fuel for locomotives,	667 89	2,340 68	3,008 57
Incidentals,	132 18	431 47	563 65
Locomotives, repairs of,	2,926 40	4,514 08	7,440 48
Oil for locomotives,	86 13	240 60	326 73
Superintendence,	155 56	510 58	666 14
Tools and machinery, repairs of,	47 48	213 15	260 63
Waste for locomotives,	20 32	60 96	81 28
Watchmen,	419 20	835 60	1,254 80
Water, wood and coal stations, expenses and repairs of,	101 20	223 66	324 86
Total,	\$6,621 22	\$14,209 27	\$20,830 49
MAINTENANCE OF WAY.			
Ballast,	23 10	153 99	177 09
Bridges, repairs of,	266 23	2,200 83	2,467 06
Cars, repairs of (in M. of W. service),	83 98	336 12	420 10
Cross-ties,	25 21	176 47	201 68
Frogs,	42 23	220 17	262 40
Incidentals,	2 10	56 22	58 32
Oil, tallow, waste, etc,	2 00	8 00	10 00
Platform and road crossings, repairs of,	60 25	350 01	410 26
Road-bed, repairs of, labor and material,	265 06	1,733 10	1,998 16
Spikes,	4 07	28 43	32 50
Splices,	55	3 83	4 38
Stationery and printing,	36	1 45	1 81
Superintendents and supervisors,	47 27	234 23	281 50
Tools and repairs of tools,	21 04	115 92	136 96
Track, repairing,	506 16	3,010 89	3,517 05
Watchmen,	73 72	412 54	486 26
Total,	\$1,423 33	\$9,042 20	\$10,465 53
MAINTENANCE OF CARS.			
Car shops and sheds, repairs of,	\$1 65	\$144 88	\$146 53
Cars, repairs of freight,		4,545 51	4,545 51
Cars, repairs of passenger, baggage, express and postal,	1,835 63		1,835 63
Fuel for heating,	74	10 95	11 69
Incidentals,	3 38	181 13	184 51
Tools and repairs of tools,	3 16	330 32	333 48
Superintendence,	200 12	750 60	950 72
Total,	\$2,044 68	\$5,963 39	\$8,008 07

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

GENERAL EXPENSES.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$5 04	\$8 96	\$14 00
Attendants,	18 00	32 00	50 00
Clerks,	567 90	1,009 60	1,577 50
Fuel and light,	13 10	23 30	36 40
Incidentals and legal expenses,	49 30	87 64	136 94
Insurance,	132 30	235 20	367 50
Interest and discount,	2,615 35	4,649 52	7,264 87
Office expenses, repairs and furniture,	156 93	278 98	435 91
Salaries of president and other officers,	229 50	408 00	637 50
Stationery and blanks,	13 50	24 00	37 50
Taxes on real estate,	1,038 98	1,847 08	2,886 06
Total,	\$4,839 90	\$8,604 28	\$13,444 18

EARNINGS—SUMMARY.

Passenger transportation, local,	\$9,137 00
Freight transportation, local,	74,649 25
Miscellaneous,	5,918 80
Total,	\$89,705 05

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$5,461 09	\$13,588 87	\$19,049 96
Motive power,	6,621 22	14,209 27	20,830 49
Maintenance of way,	1,423 33	9,042 20	10,465 53
Maintenance of cars,	2,044 68	5,963 39	8,008 07
General expenses,	4,839 90	8,604 28	13,444 18
Total operating expenses,			\$71,798 23
Expenditures charged to cost of road, real estate and equipment during the year,			70,602 85
Total expenditures during the year,			\$142,401 08

Operating expenses, 80.038 per cent. of earnings,	
Earnings per mile of road operated,	\$5,904 64
Expenses per mile of road operated,	4,723 57
Net earnings,	\$1,181 07

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$936,741 42
Equipment,	228,641 29
Material on hand,	3,835 23
Balances collectible,	20,727 99
Profit and loss,	134,503 18
	\$1,324,449 11

LIABILITIES.

Capital stock,	\$593,600 00
First mortgage bonds,	320,000 00
Second mortgage bonds,	302,000 00
Unfunded debt,	92,256 98
Due individuals and corporations,	16,592 13
	\$1,324,449 11

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	1	1	2	1	3
Employees,				2	1	2
Others,						
Total,	1	1	1	4	2	5

PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
George B. Roberts, . . .	President,	Philadelphia, Pa.
J. N. McCullough, . . .	First Vice President,	Pittsburgh, Pa.
William Thaw,	Second Vice President,	Pittsburgh, Pa.
Thomas D. Messler, . . .	Third Vice President and Comptroller,	Pittsburgh, Pa.
James McCrea,	Fourth Vice President and General Manager,	Pittsburgh, Pa.
S. B. Liggett,	Secretary,	Pittsburgh, Pa.
John E. Davidson, . . .	Treasurer,	Pittsburgh, Pa.
M. C. Spencer,	Assistant Treasurer,	Pittsburgh, Pa.
John W. Renner,	Assistant Comptroller,	Pittsburgh, Pa.
J. T. Brooks,	General Counsel,	Pittsburgh, Pa.
Joseph Wood,	General Superintendent of Transportation,	Pittsburgh, Pa.
M. J. Becker,	Chief Engineer,	Pittsburgh, Pa.
William Stewart,	General Freight Agent,	Pittsburgh, Pa.
J. F. Miller,	General Superintendent,	Columbus, O.
J. J. Turner,	Division Superintendent,	Pittsburgh, Pa.
E. A. Ford,	General Passenger and Ticket Agent,	Pittsburgh, Pa.
A. McElwey,	Auditor of Freight Receipts,	Pittsburgh, Pa.
J. P. Farley,	Auditor of Passenger Receipts,	Pittsburgh, Pa.
James Iustan,	Auditor of Disbursements,	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
George B. Roberts, . . .	Philadelphia, Pa.	J. N. DuBarry,	Philadelphia, Pa.
J. N. McCullough, . . .	Pittsburgh, Pa.	J. P. Wetherill,	Philadelphia, Pa.
William Thaw,	Pittsburgh, Pa.	W. H. Barnes,	Philadelphia, Pa.
Thomas D. Messler, . . .	Pittsburgh, Pa.	R. Sherrard, Jr., . . .	Steubenville, O.
James McCrea,	Pittsburgh, Pa.	George W. McCook, . . .	Steubenville, O.
Henry H. Houston, . . .	Philadelphia, Pa.	John P. Green,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.		

Date of annual meeting for election of directors, second Tuesday in March.

GENERAL INFORMATION.

Name of road : Pittsburgh, Cincinnati and St. Louis Railway.

By whom operated : Pittsburgh, Cincinnati and St. Louis Railway Company.

By what authority : Charter.

The general offices of the company are located at Pittsburgh, Pa.

For information concerning this report, address Thomas D. Messler, Vice President.

How are the passenger cars on your road heated, lighted and ventilated? Winslow safety car stoves and Westinghouse suspended heaters are used for heating and lamps burning 300° fire test carbon oil for lighting passenger cars. They are ventilated by deck transom windows on hinges.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Pittsburgh and Steubenville Railroad Company, chartered by the Commonwealth of Pennsylvania March 24, 1849, was originally the owner of the road from

Pittsburgh, Pa., to the State line of West Virginia. It became insolvent and was sold at judicial sale under decree of Pennsylvania State court in November, 1867. Its purchasers became incorporated as the Pan-Handle Railway Company, obtaining a charter in Pennsylvania January 15, 1868.

The Holliday's Cove Railroad Company was chartered in West Virginia March 30, 1860, and constructed and owned the road from the Pennsylvania State line to the east end of Steubenville bridge.

The Steubenville and Indiana Railroad Company, chartered in Ohio, February 24, 1848, constructed and owned the road from west end of Steubenville bridge to Newark, Ohio, and on August 31, 1864, purchased from the Central Ohio Railroad Company an undivided one-half of the road between Newark and Columbus, Ohio.

The three companies named above, *i. e.*, the Pan-Handle Railway Company, the Holliday's Cove Railroad Company and the Steubenville and Indiana Railroad Company, formed, by agreement of consolidation executed in February and March, 1868, the Pittsburgh, Cincinnati and St. Louis Railway Company.

CAPITAL STOCK.

Amount authorized by law,	\$13,500,000 00
Amount subscribed,	8,437,200 00
Amount now paid in, common, \$2,508,000.00; first preferred, \$2,929,- 200.00; second preferred, \$3,000,000.00; total,	8,437,200 00
Number of shares issued,	168,744
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Steubenville and Indiana Railroad Company first mortgage extended registered bonds (due January 1, 1914; bear interest at 5 per cent., which is payable January 1 and July 1), amount,	\$3,000,000 00
Pittsburgh, Cincinnati and St. Louis Railway Company first mortgage bonds (due August 1, 1900; bear interest at 7 per cent., which is payable February 1 and August 1), amount,	6,863,000 00
Pittsburgh, Cincinnati and St. Louis Railway Company second mortgage bonds (due April 1, 1913; bear interest at 7 per cent., which is payable April 1 and October 1), amount,	2,500,000 00
Steubenville and Indiana Railroad Company (Columbus and Newark division) mortgage bonds (due January 1, 1890; bear interest at 7 per cent., which is payable January 1 and July 1), amount,	134,000 00
Holliday's Cove Railroad Company first mortgage bonds (due February 1, 1893; bear interest at 6 per cent., which is payable February 1 and August 1), amount,	120,000 00
Total amount of funded debt,	\$12,617,000 00

COST.

Cost of roads owned to December 31, 1887,	\$16,684,369 93
Cost of additions for the year ending December 31, 1888,	83,727 49
Total cost of roads owned to date,	16,768,097 42
Average of same per mile of road laid,	81,075 80
Average of same per mile of main single track,	57,454 50
Proportion of same for Pennsylvania,	2,743,605 14
Cost of equipment owned to December 31, 1887,	4,517,707 25
Cost of equipment additions for the year ending December 31, 1888, .	45,152 50
Total cost of equipment owned,	4,562,859 75
Average cost of equipment per mile of road owned by the company, .	22,061 98
Average cost of equipment per mile of road operated by company, .	21,905 23
Proportion of same for Pennsylvania,	746,577 57
Cost of road and equipment per mile (of road owned by company), .	103,137 78

COST—CONTINUED.

Proportion of same for Pennsylvania,	\$3,490,182 71
Total cost of roads and equipment,	21,330,957 17
Proportion of same for Pennsylvania,	3,490,182 71

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

Current liabilities December 31, 1888:

Accounts payable,	\$868,141 99	
Due other companies,	1,101,273 02	
Miscellaneous liabilities,	75,405 84	
		\$2,044,820 85

Current assets:

Due this company for betterments to leased roads,	\$20,682 91	
Due by agents, etc.,	93,396 44	
Due by other companies,	674,801 80	
Miscellaneous assets,	378,222 73	
Securities,	1,085,967 05	
Cash on hand,	250,912 86	
		2,503,983 79
Net assets,		\$459,162 94

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa., to Columbus, Ohio,	190.90	35.07
Length of single main track,	104.39	.. . . .
Length of double main track,	86.51	35.07
BRANCHES.		
New Cumberland branch, from New Cum- berland Junction, W. Va., to New Cum- berland, W. Va.,	Length of road, Length of single track,	9.55 9.55
Cadiz branch, from Cadiz Junction, Ohio, to Cadiz, Ohio,	Length of road, Length of single track,	7.85 7.85
LEASED OR OPERATED ROADS.		
Chartiers Railway, from Mansfield, Pa., to Washington, Pa.,	Length of road, Length of single track,	22.76 22.76 22.76
Chartiers Connecting Railroad, from Chest- nut street, Washington, Pa., to Main street, Washington, Pa.,	Length of road, Length of single track,	0.72 0.72 0.72
Pittsburgh, Wheeling and Kentucky Rail- road, from Wheeling Junction, W. Va., to Wheeling and Benwood, W. Va.,	Length of road, Length of single track,	28.04 28.04
Little Miami Railroad, whole length of road,	196.19	.. . . .
From Columbus, Ohio, to Cincinnati, Ohio,	Length of single track,	92.72
From Xenia, Ohio, to Richmond, Ind.,	Length of double track,	26.63
From Xenia, Ohio, to Springfield, Ohio,	Length of single track,	57.53 19.31
SUMMARY.		
Length of main line,	190.90	35.07
Length of branches owned by the company,	17.40	.. . . .
Length of leased roads,	247.71	23.48
Total length of all roads owned, leased and operated,	456.01	58.55
Length of second track,	113.14	35.07
Length of sidings and other tracks not above enumerated,	156.42	18.22
Length of all tracks,	725.57	111.84

GAUGE.

Gauge of lines,	4 ft. 9 ins.
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CHARACTERISTICS OF ROAD—CONTINUED.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	584.04	106.30
Miles of track laid with iron rail on lines loaned, leased or operated, .	141.53	5.54
Total miles of track laid with steel and iron rails,	725.57	111.84

Weight of rail per yard, { Steel,	60, 67, 70 & 75 lbs.
{ Iron,	50 and 60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 654; in Pennsylvania,	77
Number of miles of wire, 1,139; in Pennsylvania,	233

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	97
Wooden bridges, number of, 2; aggregate length,	180 feet.
Stone bridges, number of, 35; aggregate length,	3,573 feet.
Iron bridges, number of, 46; aggregate length,	10,260 feet.
Wooden trestle, number of, 14; aggregate length,	5,297 feet.
Total length of bridges and trestles,	19,310 feet.

CROSSINGS.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Pittsburgh, Washington and Baltimore Railroad, at Pittsburgh (under); Pittsburgh and Lake Erie Railroad, at Pittsburgh (under); Little Saw Mill Run Railroad, at Temperanceville (under); Pittsburgh, Chartiers and Youghiogheny Railroad, at North Mansfield (under).

Number of crossings of highways at grade, in this Commonwealth,	38
Number of crossings of highways over railroad,	4
Number of crossings of highways under railroad,	15
Number of crossings at which gates or flagmen are maintained,	3
Number of crossings at which there are neither gates nor flagmen,	54

Statement of regulations governing employes in regard to these crossings: Where gates are maintained they are lowered, and bell rung on the approach of trains.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 16; joint passenger and freight, 55; freight, 11; total,	82	31
Number of stations on branches, passenger, 1; joint passenger and freight, 3; total,	4	.....
Number of stations on leased roads, passenger, 21; joint passenger and freight, 50; freight, 13; total,	84	11
Number of engine houses and shops owned by the company,	6	3
Number of fuel and water stations on main line,	19	4
Number of fuel and water stations on branches,	1	.....
Number of fuel and water stations on leased roads,	17	2
Value of real estate held by the company, exclusive of roadway, . . . . .	.....	\$22,000 00
Number of tunnels on all lines owned by the company,	10	4
Aggregate length of tunnels,	13,562 ft.	4,932 f.

Material of foundation upon which track is laid: Gravel stone ballast; all stone in Pennsylvania.

CHARACTERISTICS OF ROAD—CONTINUED.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	134	\$5,000 00
Passenger cars, first-class,	57	3,000 00
Passenger cars, second-class,	4	2,000 00
Total passenger cars,	61	
Baggage, mail and express cars,	29	1,500 00
Postal cars (letter and storage),	5	3,000 00
Freight cars, 8-wheel,	5,000	350 00
Freight cars, 4-wheel,	99	400 00
Total freight cars,	5,099	
Cars, roadway department, 8-wheel,	11	1,000 00
Hand cars and hand trucks,	101	35 00

Train brake in use: Westinghouse automatic on passenger trains.

Average number of cars in passenger trains, including mail, express and baggage cars,	6
Average number of cars in freight trains,	23
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	210
Average weight of freight trains, including locomotive and tender, in working order, in tons,	555

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	4,483
Same in Pennsylvania,	918

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	1,169,086
Number of miles run by freight and coal trains,	2,810,964
Total number of miles run,	3,980,050
Number of passengers carried one mile in Pennsylvania,	8,910,094
Net cost per mile for each passenger carried,	2.04 cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	3,012,740
Number of tons of 2,000 pounds of local freight for the year,	2,227,056
Number of tons of freight carried one mile,	622,997,128
Number of tons of freight carried one mile in Pennsylvania,	104,889,626
Gross amount of tonnage for the year (2,000 pounds per ton),	5,239,796
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	20
Average rate of speed adopted by express trains, including stops, (miles per hour),	28
Average rate of speed adopted by freight trains, including stops (miles per hour),	15

DOINGS OF THE YEAR—CONTINUED.

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Grain,	365,639	Other articles,	14,727
Flour,	139,746	Petroleum and its products, . .	72,457
Other mill products,	70,394	Other oils,	5,289
Hay,	29,120	Sugar,	35,710
Tobacco,	23,681	Naval stores,	091
Cotton,	37,374	Iron—pig and bloom,	112,422
Fruits and vegetables,	30,448	Iron and steel rails,	100,017
Other articles,	18,071	Castings and machinery, . . .	106,954
Live stock,	166,016	Bar and sheet metal,	139,591
Dressed meats,	66,680	Cement and brick,	119,851
Other packing house products, . .	22,066	Leather,	2,912
Poultry, game and fish,	4,307	Lime,	3,472
Wool,	10,153	Agricultural implements, . . .	1,709
Hides,	6,883	Wagons, carriages, tools, etc.,	5,867
Other articles,	36,902	Wines, liquors and beers, . . .	39,352
Anthracite coal,	186,768	Household goods & furniture,	16,117
Bituminous coal,	1,680,617	Merchandise,	88,658
Coke,	341,622	Other articles,	545,135
Ores,	73,123	Miscellaneous,	55,874
Stone, sand and like articles, . .	172,829		
Other articles,	13,520	Total,	5,239,796
Lumber,	277,632		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal per ton per mile,	0.54 cents.
For local freight and coal, per ton per mile,	0.78 cents.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888, . . .	7,702	1,410,551	\$22,279 18	112,735	1,911,641	\$54,117 57	120,437	3,322,192	\$86,396 75
February, 1888, . . .	7,387	1,342,496	31,031 83	108,821	1,819,556	51,712 15	116,208	3,162,052	82,743 98
March, 1888, . . .	7,598	1,349,685	31,394 63	120,388	1,973,366	51,946 38	127,986	3,323,050	86,841 01
April, 1888, . . .	7,564	1,393,321	31,201 50	117,457	1,924,928	54,118 81	125,021	3,318,249	85,320 31
May, 1888, . . .	10,034	1,872,881	37,899 94	129,435	2,171,721	61,344 89	139,469	4,044,602	99,244 83
June, 1888, . . .	10,838	2,014,931	38,428 59	121,839	2,114,861	59,835 84	132,677	4,129,795	99,264 43
July, 1888, . . .	9,976	1,821,873	38,761 22	145,373	2,574,199	68,292 73	155,349	4,398,072	107,053 95
August, 1888, . . .	10,134	1,854,134	40,900 15	133,050	2,636,892	67,310 51	143,180	4,320,026	108,210 66
September, 1888, . . .	12,764	2,409,334	54,578 30	182,042	5,736,278	104,234 80	194,806	8,145,612	158,813 10
October, 1888, . . .	11,138	2,051,338	42,803 21	153,827	3,288,313	76,975 47	164,965	5,339,651	119,778 68
November, 1888, . . .	7,841	1,437,447	32,552 78	134,852	2,116,891	59,213 92	142,693	3,554,338	91,766 70
December, 1888, . . .	7,800	1,445,789	33,375 76	151,011	2,483,091	66,219 67	158,811	3,928,880	99,595 43
Total,	110,776	20,403,780	\$446,207 09	1,610,830	30,580,740	\$778,322 74	1,721,606	50,984,520	\$1,224,529 83

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first class through passengers, 2.25 cents; for first class way passengers, 2.71 cents; for second class through passengers, 2.19 cents; for second class way passengers, 2.32 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTALS.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888, . . .	151,840	26,934,750	\$164,691 72	255,990	22,025,480	\$162,568 87	407,830	48,960,230	\$327,260 59
February, 1888, . . .	133,015	23,764,884	146,919 43	201,434	15,834,857	124,821 63	334,448	39,596,741	271,741 06
March, 1888, . . .	159,505	28,356,538	166,115 98	182,903	16,673,944	131,710 14	342,408	45,030,482	297,826 12
April, 1888, . . .	162,985	28,289,615	167,195 41	194,935	16,569,261	132,039 52	357,620	44,858,906	299,234 93
May, 1888, . . .	169,850	28,899,527	168,348 18	254,758	18,475,527	147,888,527	424,608	47,688,054	319,596 96
June, 1888, . . .	156,031	27,346,134	157,792 39	287,792	17,308,149	148,361 98	443,882	44,651,583	306,154 37
July, 1888, . . .	291,333	38,773,142	219,472 72	153,266	11,024,500	90,361 46	444,599	49,797,642	309,834 18
August, 1888, . . .	305,002	42,141,967	218,443 50	159,321	11,996,239	93,527 52	464,923	54,141,206	311,971 02
September, 1888, . . .	327,387	43,918,571	222,938 00	148,379	11,061,370	82,381 49	475,766	55,012,941	305,319 49
October, 1888, . . .	382,893	52,468,673	279,335 93	166,382	12,063,328	80,721 58	549,275	64,527,001	372,937 51
November, 1888, . . .	357,412	48,230,519	255,392 52	126,816	9,740,588	80,542 62	484,228	57,971,107	335,935 14
December, 1888, . . .	414,888	61,288,757	252,938 82	95,380	9,469,178	63,507 03	510,268	70,758,235	316,445 85
Total,	3,012,740	450,441,407	\$2,419,584 60	2,227,056	172,555,721	\$1,354,092 62	5,239,796	622,997,128	\$3,773,677 22

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
January, 1888,	\$20,278 87	\$9,255 66	\$1,097 72	\$30,632 25
February, 1888,	20,278 87	8,685 15	1,854 60	30,818 62
March, 1888,	20,278 87	9,553 10	1,454 47	31,286 44
April, 1888,	20,278 87	9,518 98	1,336 07	31,133 92
May, 1888,	20,278 87	8,498 94	1,464 82	30,242 63
June, 1888,	20,278 87	7,944 02	1,332 07	29,554 96
July, 1888,	20,278 87	6,880 18	1,323 16	28,482 21
August, 1888,	20,278 87	9,023 79	1,735 61	31,038 27
September, 1888,	21,742 28	10,516 85	1,153 60	33,412 73
October, 1888,	21,742 28	11,706 31	1,494 92	34,943 51
November, 1888,	24,669 09	12,207 34	1,937 37	38,813 80
December, 1888,	21,742 27	16,731 73	1,507 05	39,981 05
Total,	\$252,126 88	\$120,522 05	\$17,691 46	\$390,340 39

RECAPITULATION.

Total passenger earnings for the year,	\$1,224,529 83
Total freight earnings for the year,	3,773,677 22
Total earnings from all other sources,	390,340 39
Total earnings for the year,	\$5,388,547 44
Total receipts from all sources on whole length of line,	\$5,393,866 04

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Extension or alteration of road,	\$86,652 49
Land sold (credit),	2,925 00
New freight cars, 8-wheel,	*45,152 50
Total,	\$128,870 99
Proportion of same for Pennsylvania,	\$73,762 58

EXPENDITURES FOR OPERATING DURING THE YEAR.
CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$15,490 31		\$15,490 31
Agents,	28,839 49	\$34,195 40	63,034 89
Baggage masters,	11,769 63		11,769 63
Brakemen,	28,138 82	226,589 92	254,728 74
Cars, cleaning,	14,811 45		14,811 45
Car service,	48,9 21	25,644 01	25,154 80
Clerks,	16,799 48	89,628 78	106,428 26
Conductors and train agents,	32,093 91	111,190 75	143,284 66
Dispatchers,	10,733 90	28,415 62	39,149 52
Drayage,	130 42	1,441 59	1,572 01
Expenses of stations, except labor,	1,810 41	1,781 27	3,591 68
Foreign agencies,	9,827 63	2,954 27	12,781 90
Heating cars,	5,667 88		5,667 88
Heating stations,	2,316 56	1,343 45	3,660 01
Incidentals,	28,834 62	162,854 87	191,689 49
Insurance,		255 26	255 26
Labor at stations,	19,984 57	61,911 98	81,896 55
Legal expenses,	299 03	1,865 18	2,164 21
Lighting cars,	1,436 92		1,436 92
Lighting stations,	4,098 03	2,968 28	7,066 31
Loss and damage,	122 05	18,140 33	18,262 38
Mail expenses,	1,236 62		1,236 62
Stationery and printing,	9,962 18	17,429 68	27,391 86

*Payments made during 1888 on cars purchased under car trust contracts.

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Stations, repairs of and furniture for,	\$26,613 32	\$50,897 34	\$77,511 09
Superintendents,	1,722 32	8,004 08	9,726 40
Switchmen,	6,842 49	13,724 25	20,566 74
Telegraph expenses,	29,137 33	59,609 33	88,746 66
Watchmen,	3,289 66	8,942 65	12,232 31
Wrecks, clearing,	176 09	8,846 90	9,022 99
Total,	\$311,696 34	\$938,635 19	\$1,250,331 53
MOTIVE POWER.			
Enginemen and firemen, passenger,	\$70,443 01		\$70,443 01
Enginemen and firemen, freight,		\$224,941 35	224,941 35
Engine houses and machine shops, etc., repairs of,	12,358 21	51,017 21	63,375 42
Fuel for heating,	352 00	1,453 16	1,805 16
Fuel for locomotives,	37,170 53	180,274 51	217,445 04
Incidentals,	973 14	4,017 33	4,990 47
Laborers,	10,817 47	44,656 75	55,474 22
Locomotive furniture and fixtures,	3,858 06	7,716 67	11,574 73
Locomotives, repairs of,	70,878 27	346,688 93	417,567 20
Oil, tallow and waste for locomotives,	3,954 17	12,254 75	16,208 92
Sand for locomotives,	2,172 85	4,343 90	6,516 75
Stationery and printing,	119 41	492 94	612 35
Superintendence,	394 39	1,628 12	2,022 51
Tools and machinery, repairs of,	5,857 91	24,182 65	30,040 56
Watchmen,	450 92	1,861 47	2,312 39
Water, wood and coal stations, expenses and repairs of,	5,734 01	23,671 20	29,405 21
Total,	\$225,534 35	\$929,200 94	\$1,154,735 29
MAINTENANCE OF WAY.			
Ballast,	\$7,186 57	\$19,041 82	\$26,228 39
Bridges, repairs of,	64,654 65	171,311 26	235,965 91
Cars, repairs of (in M. of W. service),	897 38	2,377 74	3,275 12
Clerks,	1,116 58	2,958 56	4,075 14
Cross-ties,	21,313 92	56,474 13	77,788 05
Foremen, tool and watch houses, repairs of, . .	421 46	1,116 75	1,538 21
Frogs,	1,601 40	4,243 15	5,844 55
Incidentals,	1,940 76	5,142 34	7,083 10
Joints,	4,163 12	11,030 72	15,193 84
Oil, tallow, waste, etc.,	118 32	313 47	431 79
Rails, iron,	1,107 66	2,934 93	4,042 59
Rails, steel,	21,940 05	58,133 13	80,073 18
Road bed, repairs of, labor and material, . .	106,292 26	281,635 72	387,927 98
Snow and ice, removing,	450 90	1,194 75	1,645 65
Spikes,	1,977 69	5,240 16	7,217 85
Stationery and printing,	90 54	239 92	330 46
Superintendents and supervisors,	2,347 13	6,219 05	8,566 18
Switches,	3,147 21	8,338 93	11,486 14
Tools and repairs of tools,	3,372 89	8,936 95	12,309 84
Track, repairing,	37,748 86	100,020 40	137,769 26
Watchmen,	3,362 24	8,908 73	12,270 97
Total,	\$285,251 59	\$755,812 61	\$1,041,064 20
MAINTENANCE OF CARS.			
Car shops and sheds, repairs of,	\$1,447 48	\$8,267 15	\$9,714 63
Cars, repairs of freight,		464,210 56	464,210 56
Cars, repairs of passenger, baggage, express and postal,	80,740 86		80,740 86
Fuel and light for car shops,	96 23	549 64	645 87
Incidentals,	340 61	1,945 38	2,285 99
Laborers,	612 39	3,497 64	4,110 03
Superintendence,	307 35	1,755 41	2,062 76
Tools and repairs of tools,	581 63	3,321 93	3,903 56
Watchmen,	165 96	947 89	1,113 85
Total,	\$81,292 51	\$484,495 60	\$565,788 11
GENERAL EXPENSES.			
Attendants,	\$746 30	\$2,555 92	\$3,302 22
Clerks,	6,053 35	20,731 40	26,784 75
Fuel and light,	382 53	1,310 12	1,692 65
Incidentals and legal expenses,	10,074 12	34,501 64	44,575 76
Office expenses, repairs and furniture, . . .	1,346 37	4,611 03	5,957 40
Salaries of president and other officers, . . .	3,247 14	11,120 72	14,367 86
Stationery and blanks,	1,112 51	3,810 09	4,922 60
Taxes on real estate, etc.,	17,286 45	59,202 26	76,488 71
Total,	\$40,248 77	\$137,843 18	\$178,091 95

EARNINGS—SUMMARY.

Passenger transportation, local, \$778,322.74; through, \$446,207.09; total,	\$1,224,529 83
Freight transportation, local, \$1,354,092.62; through, \$2,419,584.60; total,	3,773,677 22
Mail service, \$252,126.88; express service, \$120,522.05; total,	372,648 93
Miscellaneous,	17,691 46
Total,	\$5,388,547 44

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$311,696 34	\$938,635 19	\$1,250,331 53
Motive power,	225,534 35	929,200 94	1,154,735 29
Maintenance of way,	285,251 59	755,812 61	1,041,064 20
Maintenance of cars,	84,292 51	484,495 60	568,788 11
General expenses,	40,248 77	137,843 18	178,091 95
Total operating expenses,			\$4,193,011 08
Expenditures charged to cost of road, real estate and equipment during the year,			128,879 99
Total expenditures during the year,			\$4,321,891 07

Operating expenses, 77.81 per cent. of earnings.

Earnings per mile of road operated,	\$25,869 17
Expenses per mile of road operated,	20,129 67
Net earnings,	5,739 50

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : Adams Express Company. This company receives 70 per cent. of gross receipts from oyster traffic, and 40 per cent. of same from all other traffic.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : None other than those owned or controlled by the Pennsylvania Company.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? The cars of the transportation line operating over this company's road are given no preference in any particular.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run and the charges made in addition to regular passenger rates : Pullman's Palace Car Company. Owners furnish the cars and maintain the upholstery and bedding, and receive proceeds of sale of tickets for use of cars.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service : Between Pittsburgh and Columbus, \$1,017.45 per mile per annum for mail matter carried, and \$325.00 per mile per annum for use and maintenance of railway postoffice cars ; between Cadiz and Cadiz Junction, \$82.93 per mile per annum for mail matter carried.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	2	15	5	20	7	35
Employees,	1	1	17	15	18	16
Others,						
Total,	3	16	22	35	25	51

PITTSBURGH AND CONNELLSVILLE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Samuel Spencer, J. B. Washington,	President, Secretary, Treasurer and Auditor.	Baltimore, Md. Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Robert Garrett, Mendes Cohen, Charles Webb, Findley H. Burns, John D. Scully, C. L. Fitzhugh,	Baltimore, Md. Baltimore, Md. Baltimore, Md. Baltimore, Md. Pittsburgh, Pa. Pittsburgh, Pa.	Geo. A. Berry, Thos. M. King, Samuel Spencer, W. H. Koontz, Jno. W. Chaifant, William Metcalf,	Pittsburgh, Pa. Pittsburgh, Pa. Baltimore, Md. Somerset, Pa. Allegheny, Pa. Pittsburgh, Pa.

Date of annual meeting for election of directors, first Monday of December.

GENERAL INFORMATION.

Name of road : The Pittsburgh and Connellsville Railroad.

By whom operated : Baltimore and Ohio Railroad Company.

By what authority : Lease of fifty years, from January 1, 1876, renewable at the option of the Baltimore and Ohio Railroad Company.

The general offices of the company are located at Pittsburgh, Pa.

For information concerning this report, address J. B. Washington, Pittsburgh, Pa.

How are the passenger cars on your road heated, lighted and ventilated: Heated, some by stoves and some by steam. Lighted, by lamps. Ventilated, by deck windows.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Pittsburgh and Connellsville Railroad Company.

Organized June 11, 1846.

Acts of the State of Pennsylvania of April 3, 1837; April 18, 1843; April 19, 1843; April 3, 1846; April 10, 1846; April 17, 1846; March 15, 1847; March 15, 1847; March 27, 1848; March 20, 1849; March 31, 1853; April 12, 1853; April 18, 1853; April 21, 1853; March 3, 1854; April 6, 1854; April 19, 1854; April 26, 1854; March 2, 1855; March 21, 1855; April 3, 1856; April 11, 1856; January 22, 1857; April 11, 1863; April 14, 1863; August 19, 1864; April 17, 1866.

CAPITAL STOCK.

Amount authorized by law,	\$5,000,000 00
Amount subscribed,	2,340,474 50
Amount now paid in, common, \$1,944,400.00; partly paid, \$11,691.05,	1,956,091 05
Number of shares issued,	38,888
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due July, 1898; bear interest at 7 per cent., which is payable January and July,)	\$4,000,000 00
Turtle Creek division construction bonds (due August, 1889; bear interest at 6 per cent., which is payable February and August),	326,600 00
Consolidated mortgage bonds (due January, 1926; bear interest at 6 per cent., which is payable January and July),	6,321,040 00
Second consolidated mortgage bonds (due January, 1925; bear interest at 5 per cent., which is payable January and July),	10,000,000 00
Real estate mortgage bonds (\$60,000 of which were due August 1883; bear interest at 6 per cent., which is payable January and July,)	100,000 00
Total amount of funded debt,	\$20,747,640 00

UNFUNDED DEBT.

Baltimore and Ohio general account,	\$2,026,870 64
Less sinking fund,	\$302,731 02
Balance of open accounts,	191,044 53
	<u>493,775 55</u>
Total amount of unfunded debt,	1,533,095 09
Total amount of funded and unfunded debt,	<u>\$22,280,735 09</u>
Funded debt as per last report,	\$20,718,600 00
Unfunded debt as per last report,	<u>901,879 32</u>

COST.

Cost of roads owned to September 30, 1887,	\$14,399,831 69
Cost of additions for the year ending September 30, 1888,	137,160 98
Total cost of roads owned to date,	14,536,992 67
Average of same per mile of road laid, 148.8 miles,	97,694 87
Proportion of same for Pennsylvania, 146.5 miles,	14,312,298 45
Cost of equipment owned to September 30, 1887,	1,714,375 63
Cost of equipment additions for the year ending September 30, 1888,	19,673 94
Total cost of equipment owned,	1,734,049 57
Average cost of equipment per mile of road owned by the company, 148.8 miles,	11,653 56
Average cost of equipment per mile of road operated by company, 170.3 miles,	10,182 32
Proportion of same for Pennsylvania, 168 miles,	1,710,629 76
Cost of road and equipment per mile (of road owned by company),	109,348 40
Proportion of same for Pennsylvania,	16,022,928 21
Total cost of roads and equipment,	16,271,042 24
Proportion of same for Pennsylvania,	<u>16,022,928 21</u>

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa., to Mount Savage Junction, Md.,	146.70	144.40
Length of single main track,	87.80	85.50
Length of second main track,	58.90	58.90
BRANCHES.		
Hickman Run branch, from Hickman Run Junction to Cora mines,	2.10	2.10
	2.10	2.10

CHARACTERISTICS OF ROAD—CONTINUED.

LEASED ROADS.	MILES.	
	Whole length.	Length in Penn'a.
Fayette County Railroad Company, from Gibson, Pa., to Uniontown, Pa.,	Length of road, 11.80	11.80
Mt. Pleasant and Broad Ford Railroad Company, from Broad Ford, Pa., to Mt. Pleasant, Pa.,	Length of single track, 11.80	11.80
	Length of road, 9.70	9.70
	Length of single track, 9.70	9.70
SUMMARY.		
Length of main line,	146.70	144.40
Length of branches owned by the company,	2.10	2.10
Length of leased roads,	21.50	21.50
Length of second track,	58.90	58.90
Length of sidings and other tracks not above enumerated,	43.20	42.58
Length of all tracks,	272.40	269.48

GAUGE.

Gauge of lines, 4 ft. 8½ ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	215.30	213.00
Miles of track laid with iron rail on lines owned, leased or operated,	57.10	56.48
	272.40	269.48

Weight of rail per yard, { Steel, 60, 64 and 67 lbs.
 { Iron, 60 to 64 lbs.

TELEGRAPH LINES.

Length of lines in miles, 150.4; in Pennsylvania, 148.1
 Number of miles of wire, 473; in Pennsylvania, 465

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company. 104
 Wooden bridges, number of, 16; aggregate length, 481 feet
 Iron bridges, number of, 83; aggregate length, 4,458 feet
 Wooden trestles, number of, 15; aggregate length, 1,476 feet
 Total length of bridges and trestles, 6,415 feet

CROSSINGS.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Pittsburgh, Cincinnati and St. Louis Railroad, at Pittsburgh, Pa. (over); Pennsylvania Railroad, at Port Perry, Pa. (over); Southwest Pennsylvania Railroad, at Connellsville (over); Pittsburgh, McKeesport and Youghiogheny Railroad, at Broad Ford, Pa. (over).
 Number of crossings of highways at grade, in this Commonwealth, 190
 Number of crossings of highways over railroad, 3
 Number of crossings of highways under railroad, 15
 Number of crossings at which gates or flagmen are maintained, 6
 Number of crossings at which there are neither gates nor flagmen, 202

Statement of regulations governing employes in regard to these crossings: On approaching road crossings a whistle signal is given and engine bell is rung.

CHARACTERISTICS OF ROAD—CONTINUED.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	41	40
Number of stations on leased roads, passenger and freight,	5	5
Number of engine houses and shops owned by the company,	6	6
Number of fuel and water stations on main line,	19	19
Number of fuel and water stations on leased roads,	1	1
Number of tunnels on all lines owned by the company,	4	4
Aggregate length of tunnels, feet,	7,848	.....

Material of foundation upon which track is laid : Cross-ties imbedded in broken stone ballast.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives, 17 at \$12,000 ; 37 at \$7,000,	54	\$8,388 89
Passenger cars, first-class,	21	4,000 00
Passenger cars, second class,	17	2,500 00
Total passenger cars,	38	3,329 89
Baggage, mail and express cars,	2	2,500 00
Freight cars, 8-wheel, 164 at \$525, \$86,100 ; 750 at \$500, \$375,000 ; 1,051 at 400, \$420,400,	1,965	499 49
Freight cars, 4-wheel, caboose,	46	450 00
Total freight cars,	2,011	453 61

Balance of equipment furnished by Baltimore and Ohio Railroad Company, lessee of this company.

Train brake in use : Westinghouse air brake and Longbridge air brake.

EMPLOYES.

Average number of persons regularly employed by company, including officials,	1,771
Same in Pennsylvania,	1,763

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	741,184
Number of miles run by freight and coal trains,	2,039,902
Total number of miles run,	2,781,086
Number of passengers carried one mile in Pennsylvania,	26,954 149
Number of tons of 2,000 pounds of through freight for the year on main road,	3,281 880
Number of tons of 2,000 pounds of local freight for the year,	579,154
Number of tons of freight carried one mile,	188,865,047
Number of tons of freight carried one mile in Pennsylvania,	188,865,047
Gross amount of tonnage for the year (2,000 pounds per ton),	3,861,034
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	20
Average rate of speed adopted by express trains, including stops (miles per hour),	25
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

CHARACTERISTICS OF ROAD--CONTINUED.

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal and coke, . . .	2,327,602	Agricultural products,	36,500
Petroleum and other oils, . . .	23,680	Merchandise and manufactures, . . .	182,407
Pig iron,	99,839	Live stock,	11,980
Railroad iron,	75,482	Lumber,	124,676
Other iron or castings,	295,983	Other articles,	148,217
Iron and other ores,	407,815		
Stone and lime,	126,853	Total,	\$3,861,034

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

Average rate per ton per mile, 0.92 cents.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
October, 1887,	202,508	2,531,350	\$53,664 51
November, 1887,	163,685	1,996,957	43,376 50
December, 1887,	181,516	2,250,798	48,101 74
January, 1888,	154,150	1,865,215	40,849 97
February, 1888,	151,178	1,814,136	40,061 93
March, 1888,	161,164	1,998,434	42,708 31
April, 1888,	167,195	2,073,218	44,306 46
May, 1888,	195,791	2,520,408	50,229 39
June, 1888,	185,474	2,144,978	47,866 48
July, 1888,	196,394	2,416,545	55,666 40
August, 1888,	201,589	2,486,225	55,296 64
September, 1888,	221,656	2,855,930	56,641 85
Total,	2,182,300	26,954,194	\$578,770 18

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

Average rate per passenger per mile, 2¹/₅ cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	MILES.	AMOUNT.
October, 1887,	383,143	17,170,704	\$167,806 84
November, 1887,	368,054	17,890,756	171,315 21
December, 1887,	334,096	16,961,399	150,830 25
January, 1888,	277,960	13,874,404	129,357 83
February, 1888,	261,215	13,612,989	133,870 14
March, 1888,	249,571	12,774,400	126,586 95
April, 1888,	295,237	15,665,860	137,693 95
May, 1888,	361,778	17,793,488	164,998 90
June, 1888,	339,567	16,432,418	140,968 59
July, 1888,	331,095	15,095,015	135,635 81
August, 1888,	354,472	17,910,545	155,566 94
September, 1888,	304,846	13,683,069	130,727 26
Total,	3,861,034	188,865,047	\$1,745,358 67

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTALS.
October, 1887,	\$1,643 03	\$3,357 05	\$388 11	\$5,388 19
November, 1887,	1,643 03	2,971 97	346 83	4,961 83
December, 1887,	1,644 03	3,980 30	458 44	6,081 77
January, 1888,	1,982 51	2,936 61	281 58	5,200 70
February, 1888,	1,643 03	3,790 13	787 57	6,220 73
March, 1888,	2,112 18	2,619 01	857 83	5,589 02
April, 1888,	1,799 41	2,518 32	661 09	4,978 82
May, 1888,	1,799 41	3,757 36	735 28	6,292 05
June, 1888,	1,688 04	2,874 63	548 55	5,111 22
July, 1888,	1,799 41	4,744 74	484 19	7,028 34
August, 1888,	1,799 41	3,501 49	397 81	5,698 71
September, 1888,	1,799 41	3,397 60	1,443 29	6,640 30
Totals,	\$21,351 90	\$40,449 21	\$7,390 57	\$69,191 68

RECAPITULATION.

Total passenger earnings for the year,	\$578,770 18
Total freight earnings for the year,	1,745,358 67
Total earnings from all other sources,	69,191 68
Total earnings for the year,	\$2,393,320 53

Total receipts from all sources on whole length of line,	\$2,393,320 53
Proportion of earnings in Pennsylvania to earnings of whole line,	\$2,356,327 00

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Extension or alteration of road,	\$50,840 30
Land or land damages,	43,433 83
Passenger and freight houses,	37,783 00
Betterments to equipment,	19,673 94
New wood and water stations (including water tanks),	5,103 85
Total,	\$156,834 92
Proportion for Pennsylvania,	\$156,834 92

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Agents and clerks,	\$77,847 73
Baggage master, station,	2,100 05
Baggage master, train,	6,232 09
Brakemen, tonnage,	56,203 22
Brakemen, passenger,	8,196 08
Cars, cleaning,	33,380 63
Conductors, tonnage,	24,913 33
Conductors, passenger,	15,839 25
Crossing flagmen,	3,723 95
Dispatchers and yard masters,	14,604 02
Foreign agencies, E. and W. agencies,	29,067 23
Heating cars,	2,112 55
Heating stations,	969 41
Incidentals, miscellaneous and contingent,	21,220 39
Incidentals, express expenses,	1,267 86
Labor at depots,	44,714 39
Lighting cars,	991 85
Lighting stations,	4,129 95
Oil for locomotives,	9,286 99
Oil for cars,	13,409 00
Oil for signals,	3,608 23

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

Stationery and printing and advertising,	17,449 66
Superintendence,	4,880 92
Switchmen and yard crews,	111,803 00
Telegraph superintendents and operatives,	22,887 86
Total,	<u>\$530,839 64</u>

MOTIVE POWER.

Enginemen, passenger,	\$22,321 75
Firemen, passenger,	10,274 11
Enginemen, freight,	40,898 95
Firemen, freight,	21,752 09
Fuel for water stations,	191 28
Fuel for watchmen,	40 09
Fuel for locomotives,	98,700 57
Locomotives, repairs of,	167,977 04
Pumping water,	6,642 13
Tools and machinery, repairs of,	14,383 32
Water, wood and coal stations, expenses and repairs of,	4,768 71
Total,	<u>\$387,950 04</u>

MAINTENANCE OF WAY.

Bridges, repairs of,	\$28,041 89
Cross-ties, repairs of railway,	42,271 78
Rails, iron and steel, repairs of railway,	21,494 75
Repairs of railway, ballast,	7,522 37
Repairs of railway, joint fixtures,	10,098 60
Repairs of railway, material for ordinary repairs,	18,219 44
Repairs of depots, shops and buildings,	5,943 58
Repairs of depots, general offices,	713 57
Repairs of depots proper,	6,627 45
Snow and ice, removing,	164 07
Telegraph, repairs of,	1,290 78
Watchmen, watching bridges,	496 15
Watchmen, watching cuts,	33,167 66
Watchmen, watching tunnels,	2,913 00
Total,	<u>\$178,965 19</u>

MAINTENANCE OF CARS.

Cars, repairs of freight,	\$145,472 42
Cars, repairs of passenger, baggage, express and postal,	56,103 24
Contingent expenses,	2,730 43
Fuel for shops,	1,573 84
Laborers,	158,947 30
Preparing fuel,	3,151 40
Watchmen,	2,205 45
Total,	<u>\$370,184 08</u>

GENERAL EXPENSES.

General expenses,	\$33,375 18
Incidentals and legal expenses,	13,594 18
Incidentals and rents,	8,802 32
Losses by accident,	10,229 74
Total,	<u>\$66,001 42</u>

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$578,770 18
Freight transportation, local and through,	1,745,358 67
Mail service, \$21,351.90 ; express service, \$40,449.21 ; total,	61,801 11
Miscellaneous,	7,390 57
Total,	<u>\$2,393,320 53</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$530,839 64
Motive power,	387,950 04
Maintenance of way,	178,965 19
Maintenance of cars,	370,184 08
General expenses,	66,001 42
Total operating expenses,	<u>\$1,533,940 37</u>
Expenditures charged to cost of road, real estate and equipment during the year,	156,834 92
Total expenditures during the year,	<u>\$1,690,775 29</u>
Operating expenses, 64.09 per cent. of earnings.	
Earnings per mile of road operated,	\$16,084 14
Expenses per mile of road operated,	10,308 74
Net earnings,	<u>859,380 16</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Trustees' stock subscription fund,	\$435 71
Construction,	14,536,992 67
Equipment,	1,734,049 57
Sinking fund consolidated mortgage,	302,731 02
Balance open accounts,	191,044 53
Stock and bonds of other companies owned,	2,803,239 63
Profit and loss,	5,162,108 56
	<u>\$24,730,601 69</u>

LIABILITIES.

Capital stock,	\$1,944,400 00
Scrip stock,	252 50
Stock partly paid,	11,438 55
Consolidated mortgage bonds,	6,321,040 00
Second consolidated mortgage bonds,	10,000,000 00
Turtle Creek division bonds,	326,600 00
First mortgage bonds,	4,000,000 00
Real estate bonds,	100,000 00
Baltimore and Ohio Railroad Company general account,	2,026,870 64
	<u>\$24,730,601 69</u>

EXPRESS COMPANIES.

Names of express companies that run on the road: United States Express Company.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates: Pullman Palace Car Company.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service: \$21,351.90. See "Earnings from all other sources."

STOCK AND DIVIDENDS.

Paid to sinking fund, \$20,687 02

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employes,		1	7	13	7	14
Others,			21	5	21	5
Total,		1	28	18	28	19

PITTSBURGH EAST END RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
N. M. McDowell,	President,	Allegheny City, Pa.
John D. Scully,	Treasurer,	Pittsburgh, Pa.
Wm. L. Chalfant,	General Solicitor,	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
N. M. McDowell,	Allegheny City, Pa.	William Semple,	Allegheny City, Pa.
James H. Lindsay,	Allegheny City, Pa.	Joshua Rhodes,	Allegheny City, Pa.
Wilson McCandless,	Allegheny City, Pa.	John B. Scully,	Pittsburgh, Pa.
George B. Hill,	Allegheny City, Pa.	Wm. L. Chalfant,	Pittsburgh, Pa.
John Bissell,	Allegheny City, Pa.		

GENERAL INFORMATION.

Name of road : Pittsburgh East End Railroad.

CAPITAL STOCK.

Amount authorized by law,	\$250,000 00
Amount authorized by votes of company,	250,000 00
Amount subscribed,	75,000 00
Amount now paid in, common,	11,250 00
Amount paid in on each share,	7 50
Par value of each share,	50 00

COST.

Cost of roads owned to December 31, 1887,	\$19,623 22
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CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh to Turtle Creek,	9.50	9.50
BRANCHES.		
Squirrel Hill, Twenty-second ward, Branch, from Thirtieth ward to Pittsburgh,	15.00	15.00
SUMMARY.		
Length of main line,	9.50	9.50
Length of branches owned by the company,	15.00	15.00

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Louis H. Meyer,	President,	New York city, N. Y.
John J. Haley,	Secretary and Treasurer,	Pittsburgh, Pa.
Charles W. Cass,	Counsel,	New York city, N. Y.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Louis H. Meyer,	New York, N. Y.	Charles E. Speer,	Pittsburgh, Pa.
Charles Lanier,	New York, N. Y.	John Sherman,	Mansfield, O.
Henry Amy,	New York, N. Y.	L. B. Harrison,	Cincinnati, O.
W. W. Astor,	New York, N. Y.	William Hooper,	Cincinnati, O.
George B. Roberts,	Philadelphia, Pa.	Edward P. Williams,	Fort Wayne, Ind.
John N. Hutchinson,	Philadelphia, Pa.	Levi Z. Leiter,	Chicago, Ill.
J. N. McCullough,	Pittsburgh, Pa.		

Date of annual meeting for election of directors, third Wednesday in May.

GENERAL INFORMATION.

Name of road : Pittsburgh, Fort Wayne and Chicago Railway.

By whom operated : Pennsylvania Railroad Company.

By what authority : Lease.

The general office of the company is located at Pittsburgh, Pa.

For information concerning this report, address John J. Haley, Secretary, Pittsburgh, Pa., lock box 340.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Ohio and Pennsylvania Railroad Company, chartered in Ohio, February 24, 1848 ; chartered in Pennsylvania, April 11, 1848.

Ohio and Indiana Railroad Company, chartered in Ohio, March 20, 1850 ; chartered in Indiana, January 15, 1851.

Fort Wayne and Chicago Railroad Company, chartered in Indiana, September 22, 1852 ; chartered in Illinois, February 5, 1853.

The consolidation of the above named roads was completed August 1, 1856, under the name of Pittsburgh, Fort Wayne and Chicago Railroad Company, and the line put in operation January 1, 1859, Pittsburgh, Pa., to Chicago, Ill., 468 miles. On the first of July, 1859, the company made default in the payment of interest on its bonds and the road was sold under foreclosure October 24, 1861. A reorganization was effected February 26, 1862, under the present title : Pittsburgh, Fort Wayne and Chicago Railway Company. On the 7th of June, 1869, the road was leased (to take effect July 1, 1869) for 999 years to the Pennsylvania Railroad Company.

CAPITAL STOCK.

Amount authorized by law,	\$6,500,000 00
Amount authorized by votes of company,	25,236,285 71
Amount subscribed,	31,736,285 71
Amount now paid in, common or prior, \$19,714,285.71; guaranteed special, \$12,022,000.00,	31,736,285 71
Number of shares issued,	317,362
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due July 1, 1912; bear interest at 7 per cent., which is payable semi-annually), amount,	\$5,250,000 00
Second mortgage bonds (due July 1, 1912; bear interest at 7 per cent., which is payable semi-annually), amount,	5,160,000 00
Third mortgage bonds (due July 1, 1912; bear interest at 7 per cent., which is payable semi-annually), amount,	2,000,000 00
Total amount of funded debt,	\$12,410,000 00

UNFUNDED DEBT.

Total amount of funded and unfunded debt,	\$12,410,000 00
Funded debt as per last report,	12,410,000 00
Total cash realized from capital stock and debt,	44,146,285 71

COST.

Cost of roads owned and equipped to December 31, 1887,	\$42,532,912 71
Cost of additions for the year ending December 31, 1888,	777,543 93
Total cost of roads owned to date,	43,310,456 64
Cost of road and equipment per mile (of road owned by company), 470 miles,	92,140 90
Proportion of same for Pennsylvania, 48.8 miles,	4,496,915 12
Total cost of road and equipment,	43,310,456 64
Proportion of same for Pennsylvania,	4,496,915 12

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of railway, equipment, etc.,	\$43,310,456 64
Sinking fund,	4,751,370 83
Trustees of sinking fund, cash to purchase bonds,	1,135,649 43
Winslow, Lanier and Company, cash to pay dividends and interest,	738,914 08
Materials transferred to lessee company July 1, 1869,	468,724 84
Miscellaneous securities held by trustees,	353,477 08
Cash,	16,629 71
Pennsylvania Railroad Company, sundry outlays on account of proposed bond issue, etc.,	3,088 90
Pennsylvania Railroad Company, equipment and construction bonds paid by lessee company under article second of the lease but not yet surrendered to this company,	1,100,000 00
	\$51,878,311 51

LIABILITIES.

Capital stock,	\$31,736,285 71
Funded debt,	12,410,000 00
Dividends accrued on stock,	661,053 25
Interest on bonds, coupons not presented,	20,340 91
Unsurrendered bonds, equipment, \$1,000,000; construction, \$100,000,	1,100,000 00
Balance to credit of income account,	5,950,631 64
	\$51,878,311 51

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: January, $1\frac{3}{4}$ per cent.; April, $1\frac{3}{4}$ per cent.; July, $1\frac{3}{4}$ per cent.; October, $1\frac{3}{4}$ per cent.

Paid in dividends, cash,	\$2,167,108 00
Paid to sinking fund,	104,100 00
Balance for the year, or surplus,	410,598 22
Surplus at commencement of the year,	5,540,033 42
Total surplus,	<u>5,950,631 64</u>

Surplus invested as follows:

Cash,	\$16,629 71
Cash in hands of financial agents to pay dividends and interest, . .	738,914 08
Cash in hands of trustees, sinking funds to purchase bonds,	1,135,649 43
Balance of accounts due company,	3,088 90
Miscellaneous securities held by trustees,	353,477 08
Material, fuel and stores transferred to lessee company July 1, 1869,	468,724 84
Other items, being difference between cost of road and sinking fund, and stock, bonds, dividend and interest,	3,234,147 60
	<u>\$5,950,631 64</u>

See report of lessee company.

PENNSYLVANIA COMPANY, OPERATING PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Geo. B. Roberts,	President,	Philadelphia, Pa.
J. N. McCullough,	1st Vice President,	Pittsburgh, Pa.
Wm. Thaw,	2d Vice President,	Pittsburgh, Pa.
Thos. D. Messler,	3d V. Pres. and Comptroller,	Pittsburgh, Pa.
Jas. McCrea,	4th V. Pres. and Gen'l Man.,	Pittsburgh, Pa.
S. B. Liggett,	Secretary,	Pittsburgh, Pa.
S. W. White,	Assistant Secretary,	Philadelphia, Pa.
Jno. E. Davidson,	Treasurer,	Pittsburgh, Pa.
Jno. W. Reuner,	Assistant Comptroller,	Pittsburgh, Pa.
J. T. Brooks,	General Counsel,	Pittsburgh, Pa.
F. Slataper,	Chief Engineer,	Pittsburgh, Pa.
E. B. Taylor,	General Superintendent,	Pittsburgh, Pa.
Jos. Wood,	Gen'l Supt. of Transportation,	Pittsburgh, Pa.
A. B. Starr,	E. Division Superintendent,	Pittsburgh, Pa.
C. D. Law,	W. Division Superintendent,	Fort Wayne, Ind.
Wm. Stewart,	General Freight Agent,	Pittsburgh, Pa.
E. A. Ford,	Gen'l Pass. and Ticket Agent,	Pittsburgh, Pa.

Date of annual meeting for election of directors, see lessor company's report.

GENERAL INFORMATION.

Name of road : Pittsburgh, Fort Wayne and Chicago Railway.

By whom operated : Pennsylvania Company.

By what authority : Lease.

The general offices of the company are located at Pittsburgh, Pa.

For information concerning this report, address Thomas D. Messler, Vice President, Pittsburgh, Pa.

How are the passenger cars on your road heated, lighted and ventilated ? Heated with stoves having reservoirs in bottom ; with Baker heaters suspended from bottom of cars ; also with continuous steam heating ; lighted with lamps containing mineral sperm oil, 300° fire test ; ventilated through ventilators placed in decks of cars.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	WHOLE LENGTH.	LENGTH IN PENN'A.
Length of main line, from Pittsburgh, Pa., to Chicago, Ill.,	468.32	48.80
Length of single main track,	367.63	11.88
Length of second main track,	100.69	36.92
BRANCHES.		
Cummings branch, from South Chicago, Ill., to Cummings, Ill., . . .	1.57	.....
LEASED ROADS.		
New Castle and Beaver Valley Railroad, from Homewood, Pa., to New Castle, Pa., length of road,	14.98	14.98
Massillon and Cleveland Railroad, from Massillon Junction to Chipewa, O., length of road,	12.23	.....

CHARACTERISTICS OF ROAD—CONTINUED.

SUMMARY.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line,	468.32	48.08
Length of branches owned by the company,	1.57	...
Length of leased roads,	27.21	14.98
Total length of all roads owned, leased and operated,	497.10	63.78
Length of second track,	100.69	36.92
Length of sidings and other tracks not above enumerated,	255.11	55.90
Length of all tracks,	852.90	156.60

GAUGE.

Gauge of lines,	4 ft. 9 in.
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TRACK.

Main and second main tracks all laid with steel. Steel rail in sidings not definitely known.

Weight of rail per yard, { Steel,	60, 67 & 75 lbs.
{ Iron,	60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 964; in Pennsylvania,	82
Number of miles of wire, 7,400; in Pennsylvania,	892

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company (in Pennsylvania),	20
Stone bridges, number of (20-foot span arch), 10; aggregate length,	234 feet.
Iron bridges, number of (20-foot span arch), 10; aggregate length,	2,290 feet.
Total length of bridges and trestles,	2,524 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth: Western Pennsylvania Railroad, at Allegheny.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Pittsburgh and Lake Erie Railroad, at Beaver Falls (over grade).	
Number of crossings of highways at grade, in this Commonwealth,	69
Number of crossings of highways over railroad,	8
Number of crossings of highways under railroad,	5
Number of crossings at which gates or flagmen are maintained,	13
Number of crossings at which there are neither gates nor flagmen,	56

Statement of regulations governing employes in regard to these crossings: Whistle, two long and two short blasts; bell is rung one-fourth mile from crossings, and continued until crossings are passed.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line: Passenger, 108; freight, 87,	115	35
Number of stations on branches: Passenger and freight,	1	7
Number of stations on leased roads: Passenger, 8; freight, 7,	8	9
Number of engine houses and shops owned by the company,	34	10
Number of fuel and water stations on main line,	47	2
Number of fuel and water stations on leased roads,	2	

CHARACTERISTICS OF ROAD—CONTINUED.

Material of foundation upon which track is laid : Furnace cinder and limestone.

EQUIPMENT.

Locomotives,	298
Passenger cars, first class,	152
Total passenger cars,	152
Baggage, mail and express cars,	59
Postal cars (letter and storage),	5
Freight cars, 8-wheel, including caboose cars,	8,254
Freight cars, 4-wheel,	67
Total freight cars,	8,321
Cars, roadway department, 8-wheel,	11
Hand cars and hand trucks,	275

Train brake in use : Westinghouse automatic air-brake on passenger trains and on about 300 stock cars. Ordinary hand brake on balance of freight car equipment.

Average number of cars in passenger trains, including mail, express and baggage cars,	6
Average number of cars in freight trains,	30
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	225
Average weight of freight trains, including locomotive and tender, in working order, in tons,	400

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	7,395
Same in Pennsylvania,	2,020

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	2,625,993
Number of miles run by freight and coal trains,	3,961,950
Total number of miles run,	6,587,943
Number of passengers carried one mile in Pennsylvania,	17,024,546
Net cost per mile for each passenger carried,	1.48
Number of tons of 2,000 pounds of through freight for the year on main road,	3,247,713
Number of tons of 2,000 pounds of local freight for the year,	2,963,103
Number of tons of freight carried one mile,	1,004,657,034
Number of tons of freight carried one mile in Pennsylvania,	104,687,517
Gross amount of tonnage for the year (2,000 pounds per ton),	6,210,816
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	25
Average rate of speed adopted by express trains, including stops (miles per hour),	35
Average rate of speed adopted by freight trains, including stops (miles per hour),	15

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Grain,	186,307	Dressed meats,	62,189
Flour,	150,182	Other packing-house products,	40,278
Other mill products,	55,258	Poultry, game and fish,	8,532
Hay,	24,009	Wool,	10,521
Tobacco,	6,181	Hides,	16,939
Cotton,	240	Other articles,	61,538
Fruits and vegetables,	39,358	Anthracite coal,	88,867
Other articles,	32,588	Bituminous coal,	1,089,437
Live stock,	164,474	Coke,	722,038

DOINGS OF THE YEAR—CONTINUED.

Ores,	595,507	Cement and brick,	143,030
Stone, sand and like articles,	559,899	Leather,	5,059
Other articles,	16,887	Lime,	25,215
Lumber,	325,034	Agricultural implements,	16,888
Other articles,	52,516	Wagons, carriages, tools, etc.,	11,878
Petroleum and its products,	99,625	Wines, liquors and beers,	26,264
Other oils,	9,209	Household goods and furniture,	16,874
Sugar,	16,441	Merchandise,	140,919
Naval stores,	306	Other articles,	420,130
Iron—pig and bloom,	310,263	Miscellaneous,	242,898
Iron and steel rails,	58,835		
Castings and machinery,	176,835		6,210,816
Bar and sheet metal,	181,348		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal per ton per mile,	0.59
For local freight and coal per ton per mile,	0.81

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888.	12,693	4,041,181	\$92,881 86	274,491	4,310,465	\$104,354 97	287,184	8,351,646	\$197,216 83
February, 1888.	11,531	3,685,102	83,755 43	264,550	4,206,857	104,040 54	276,121	7,891,959	187,855 97
March, 1888.	13,302	4,228,461	92,978 41	292,500	4,697,483	116,543 40	305,802	8,925,944	200,821 81
April, 1888.	15,170	4,870,382	101,709 08	285,163	4,519,913	110,039 15	300,333	9,390,295	211,748 23
May, 1888.	19,625	6,964,363	126,517 82	351,512	5,481,418	125,869 44	371,137	12,445,781	252,387 26
June, 1888.	19,626	7,230,423	124,344 51	330,317	10,029,210	146,293 64	349,943	17,259,713	270,638 15
July, 1888.	15,355	4,363,783	95,681 00	339,710	6,710,596	137,110 96	357,065	11,104,379	232,791 96
August, 1888.	16,236	4,490,518	98,216 49	336,205	5,986,687	139,871 89	352,441	10,477,155	238,188 38
September, 1888.	22,797	6,107,309	110,682 72	358,193	6,335,999	141,796 41	380,990	12,443,308	252,459 13
October, 1888.	16,278	4,957,564	99,580 69	348,309	6,003,440	139,082 79	364,587	10,961,004	238,663 48
November, 1888.	13,387	4,278,354	77,939 14	312,571	5,026,144	119,309 96	325,958	9,304,468	197,269 10
December, 1888.	12,464	4,225,575	81,681 18	340,845	5,890,016	138,884 25	353,359	10,124,591	220,565 43
Total,	188,464	59,472,985	\$1,186,008 33	3,554,456	69,207,258	\$1,523,177 40	4,042,929	128,680,243	\$2,709,185 73

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers, 2.18 cents; for first-class way passengers, 2.46 cents; for second-class through passengers, 1.99 cents; for second-class way passengers, 2.20 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888.	124,279	50,461,076	\$331,248 36	338,616	36,615,564	\$294,574 04	462,895	87,076,640	\$625,823 40
February, 1888.	118,713	47,892,043	319,013 54	330,315	35,397,155	291,766 47	441,028	83,289,198	610,780 01
March, 1888.	128,363	51,491,250	334,894 87	313,301	36,474,389	295,684 90	427,619	87,963,619	630,579 77
April, 1888.	105,244	41,534,202	298,231 70	301,404	32,152,777	269,382 66	406,648	73,686,979	537,614 36
May, 1888.	98,954	39,154,496	261,105 68	407,712	40,940,223	359,091 20	506,666	80,094,719	580,196 88
June, 1888.	91,866	34,441,795	220,496 93	416,403	30,981,760	284,103 28	508,269	65,423,555	482,233 21
July, 1888.	339,759	44,263,227	268,381 46	147,138	24,103,671	186,671 61	486,897	69,171,888	503,053 07
August, 1888.	423,247	58,186,959	360,333 31	157,632	21,505,068	176,443 55	580,879	79,692,025	506,776 86
September, 1888.	416,580	61,200,934	360,432 28	149,285	23,125,508	166,188 57	565,863	87,386,502	526,620 85
October, 1888.	477,801	77,180,103	424,682 22	144,313	20,470,791	166,203 22	621,914	97,650,806	592,885 44
November, 1888.	458,154	69,925,023	371,302 59	131,852	17,104,263	155,414 92	580,006	87,829,286	526,717 51
December, 1888.	461,953	86,503,391	438,709 23	125,134	18,886,336	157,760 82	590,087	105,389,727	596,470 03
Total,	3,247,713	665,314,501	\$3,930,832 17	2,963,103	339,342,533	\$2,740,919 24	6,210,816	1,004,657,034	\$6,671,751 41

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS-	TOTAL.
January, 1888,	\$16,115 95	\$12,089 14	\$20,008 65	\$48,213 74
February, 1888,	16,115 95	11,621 08	21,058 52	48,795 55
March, 1888,	16,115 95	12,500 68	21,775 09	50,391 72
April, 1888,	16,115 95	11,857 16	14,309 12	42,282 23
May, 1888,	16,115 95	11,458 36	12,186 63	39,760 94
June, 1888,	16,115 95	12,152 49	14,819 72	43,088 16
July, 1888,	16,115 95	13,721 99	15,888 70	45,726 64
August, 1888,	16,115 95	12,693 98	8,656 48	37,466 41
September, 1888,	18,096 71	14,408 82	13,023 99	45,529 52
October, 1888,	22,032 71	16,690 32	14,133 83	52,856 86
November, 1888,	18,096 71	17,977 44	16,025 94	52,100 09
December, 1888,	18,096 71	20,858 07	23,293 86	62,248 64
Total,	\$205,250 44	\$168,029 53	\$195,180 53	\$568,460 50
Profit operating N. C. and B. V. R. R.,				18,100 70
				\$586,561 20

RECAPITULATION.

Total passenger earnings for the year,	\$2,709,185 73
Total freight earnings for the year,	6,671,751 41
Total earnings from all other sources,	586,561 20
Total earnings for the year,	\$9,967,498 34
Total receipts from all sources on whole length of line,	\$9,967,498 34
Proportion of earnings in Pennsylvania to earnings of whole line,	1,038,635 78

EXPENDITURES FOR OPERATING DURING THE YEAR.
CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$26,789 31		\$26,789 31
Agents,	55,282 11	\$62,854 60	118,136 71
Baggage masters,	28,442 50		28,442 50
Brakemen,	74,437 48	369,704 47	444,141 95
Cars, cleaning,	32,238 98		32,238 98
Car incidental expenses,	6,538 22	35,404 62	41,942 84
Car service,	19,056 84	223,881 20	242,938 04
Cars, oil, tallow and waste,	3,993 37	16,156 48	20,149 85
Clerks,	40,698 35	254,861 55	295,559 90
Conductors and train agents,	75,144 10	194,597 49	269,741 59
Damage to property,	6,602 08	4,236 48	10,838 56
Dispatchers,	8,579 76	51,564 31	60,144 07
Drayage,	4,562 66	9,463 03	14,025 69
Expenses of stations, except labor,	2,025 39	2,868 36	4,893 75
Expenses of Union Line,		94,825 90	94,825 90
Foreign agencies,	24,611 98	12,151 25	36,763 23
Heating cars,	11,737 33		11,737 33
Heating stations,	7,806 74	3,367 86	11,174 60
Incidentals,	12,666 77	9,589 16	22,255 93
Insurance,	8 80	67 59	76 39
Injuries to individuals,	20,970 06	52,799 04	73,769 10
Labor at stations,	48,813 32	234,676 14	283,489 46
Litigation, cost of,	1,394 90	1,598 14	2,993 04
Lighting cars,	5,152 69		5,152 69
Lighting stations,	17,829 15	14,723 40	32,552 55
Loss and damage,	23 99	37,364 39	37,388 38
Mail expenses,	2,668 29		2,668 29
Signals,	4,466 76	8,731 04	13,197 80
Stationery and printing,	17,839 71	32,208 88	50,048 59
Stations, repairs of and furniture for,	47,456 09	38,464 99	85,921 08
Stations, warehouse charges,		7,240 05	7,240 05
Superintendents,	6,657 87	13,176 20	19,834 07
Supplies for trainmen,	2,851 06	5,422 70	8,273 76
Switchmen,	14,175 15	23,341 29	37,516 44
Switching and track service,		2,218 13	2,218 13
Telegraph expenses,	47,771 16	94,968 36	142,739 52
Watchmen,	24,995 12	61,031 47	86,026 59
Wrecks, clearing,	350 83	9,526 04	9,876 87
Total,	\$704,638 92	\$1,983,084 61	\$2,687,723 53

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemen and firemen, passenger,	\$145,950 10		\$145,950 10
Enginemen and firemen, freight,		\$422,503 22	422,503 22
Engine houses and machine shops, etc., repairs of,	5,844 61	21,854 97	27,699 58
Engine house and machine house, lighting, . .	2,364 69	8,842 37	11,207 06
Fuel for heating,	1,291 70	4,830 13	6,121 83
Fuel for locomotives,	93,248 93	373,901 38	467,150 31
Incidentals,	1,315 85	4,920 41	6,236 26
Laborers,	19,071 58	71,315 10	90,386 68
Litigation, cost of,	84	3 16	4 00
Locomotive furniture and fixtures,	2,612 12	9,767 57	12,379 69
Locomotives, repairs of,	89,791 17	447,848 86	537,640 03
Locomotives, oil, tallow and waste for, . . .	9,763 52	22,194 20	31,957 72
Sand for locomotives,	870 56	3,255 32	4,125 88
Stationery and printing,	499 00	1,865 99	2,364 99
Superintendence,	646 83	2,418 73	3,065 56
Tools and machinery, repairs of,	11,614 30	43,429 77	55,044 07
Watchmen,	2,798 62	10,464 98	13,263 60
Water, wood and coal stations, expenses and repairs of,	19,492 48	72,888 96	92,381 44
Total,	\$407,176 90	\$1,522,305 12	\$1,929,482 02
MAINTENANCE OF WAY.			
Ballast,	\$23,015 89	\$54,218 64	\$77,234 53
Bridges, repairs of,	45,835 71	107,975 40	153,811 11
Cars, repairs of (in M. of W. service),	1,346 21	3,171 30	4,517 51
Cattle guards and road crossing,	9,790 37	23,063 23	32,853 60
Clerks,	1,808 02	4,259 17	6,067 19
Cross-ties,	57,622 78	135,742 34	193,365 12
Fences,	8,918 06	21,008 32	29,926 38
Foreman, tool and watch houses, repairs of, .	1,674 48	3,944 57	5,619 05
Frogs,	3,653 61	8,606 85	12,260 46
Incidentals,	1,408 43	3,317 84	4,726 29
Joints,	9,156 83	21,570 80	30,727 63
Litigation, cost of,	135 13	318 35	453 48
Oil, tallow, waste, etc.,	730 85	1,721 67	2,452 52
Rails, iron,	167 09	393 63	560 72
Rails, steel,	22,256 31	52,429 31	74,685 62
Road-bed, repairs of, labor and material, . .	27,496 38	64,772 81	92,269 19
Right of way,	23 05	54 30	77 35
Snow and ice, removing,	2,811 73	6,623 61	9,435 34
Spikes,	3,237 38	7,626 33	10,863 71
Stationery and printing,	205 51	484 13	689 64
Superintendents and supervisors,	7,271 27	17,128 98	24,400 25
Switches,	5,702 48	13,433 38	19,135 86
Tools and repairs of tools,	4,370 02	10,294 47	14,664 49
Track, repairing,	86,741 27	204,336 82	291,078 09
Watchmen,	6,604 98	15,559 40	22,164 38
Total,	\$331,983 84	\$782,055 67	\$1,114,039 51
MAINTENANCE OF CARS.			
Car shops and sheds, repairs,	\$2,299 71	\$12,701 67	\$15,001 38
Cars, repairs of freight,		717,448 84	717,448 84
Cars, repairs of passenger, baggage, express and postal,	129,934 68		129,934 68
Car shops, lighting,	452 66	5,500 13	2,952 79
Fuel for heating,	834 70	4,610 20	5,444 90
Incidentals,	267 40	1,476 95	1,744 35
Laborers,	2,125 99	11,742 17	13,868 16
Superintendence,	367 54	2,030 00	2,397 54
Tools and repairs of tools,	8,396 11	46,373 04	54,769 15
Watchmen,	907 34	5,011 41	5,918 75
Total,	\$145,586 13	\$803,894 41	\$949,480 54
GENERAL EXPENSES.			
Attendants,	\$672 07	\$2,151 76	\$2,823 83
Clerks,	13,058 75	41,826 75	54,885 50
Fuel and light,	654 67	2,096 08	2,750 75
Incidentals and legal expenses,	5,552 17	17,776 28	23,328 45
Office expenses, repairs and furniture, rent, .	882 88	2,826 72	3,709 60
Real estate, expenses of,	255 24	817 22	1,072 46
Salaries of president and other officers, . .	4,338 49	13,890 47	18,228 96
Stationery and blanks,	1,169 00	3,742 78	4,911 78
Taxes on real estate,	80,187 83	256,735 84	336,923 67
Total,	\$106,771 10	\$341,863 90	\$448,635 00

EARNINGS—SUMMARY.

Passenger transportation, local, \$1,523,177.40; through, \$1,186,008.33; total,	\$2,709,185 73
Freight transportation, local, \$2,740,919.24; through, \$3,930,832.17; total,	6,671,751 41
Mail service, \$205,250.44; express service, \$168,029.53; total,	373,279 97
Miscellaneous,	213,281 23
Total,	\$9,967,498 34

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$704,638 92	\$1,983,084 61	\$2,687,723 53
Motive power,	407,176 90	1,522,305 12	1,929,482 02
Maintenance of way,	331,983 84	782,055 67	1,114,039 51
Maintenance of cars,	145,586 13	803,894 41	949,480 54
General expenses,	106,771 10	341,863 90	448,635 00
Total operating expenses,			\$7,129,360 60
Amount paid C. and P. Railroad account, division joint earnings,			125,385 26
Total expenditures during the year,			\$7,254,745 86

Operating expenses, 71.526 per cent. of earnings.

Earnings per mile of road operated,	\$21,283 52
Expenses per mile of road operated,	15,223 27
Net earnings,	6,060 25

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. Adams Express Company; 40 per cent. of gross receipts from general merchandise and money business; 70 per cent. of gross receipts from oyster business. Cars are furnished and kept in repair by Pennsylvania Company.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. None other than those owned or controlled by the Pennsylvania Company.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? The cars of the transportation line operating over this company's road are given no preference in any particular.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor. No.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? No.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates: Pullman's Palace Car Company. The Pennsylvania Company keep up repairs of cars, exclusive of upholstery and bedding. The Pullman Palace Car Company make their own charges.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$205,250.44 per annum.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	.. ..	2	.. ..	7	.. ..	9
Employees,	3	20	1	70	4	90
Others, . . . . .	.. ..	3	19	26	19	29
Total,	3	25	20	103	23	128

See lessor company's report.

PITTSBURGH JUNCTION RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Thos. M. King.	President,	Pittsburgh, Pa.
Wm. Van Kirk,	Vice President,	Pittsburgh, Pa.
J. A. Smith,	Secretary,	Pittsburgh, Pa.
Ross W. Drum,	Treasurer,	Allegheny, Pa.
J. A. Smith,	Auditor,	Pittsburgh, Pa.
Johns McCleave,	Counsel,	Pittsburgh, Pa.
C. M. Ward,	Acting Superintendent,	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John W. Chalfant,	Allegheny, Pa.	Henry W. Oliver, Jr.,	Pittsburgh, Pa.
C. B. Herrou,	Allegheny, Pa.	Wm. Van Kirk,	Pittsburgh, Pa.
James Callery,	Allegheny, Pa.	A. E. W. Painter,	Pittsburgh, Pa.
Jacob Painter, Jr.,	Pittsburgh, Pa.	C. L. Fitzhugh,	Pittsburgh, Pa.
Reuben Miller,	Pittsburgh, Pa.	T. H. Garrett,	Baltimore, Md.
Wm. Metcalf,	Pittsburgh, Pa.	Samuel Spencer,	Baltimore, Md.

Date of annual meeting for election of directors, January 16, 1888 ; January 21, 1889.

GENERAL INFORMATION.

Name of road : Pittsburgh Junction Railroad.
By whom operated : Pittsburgh Junction Railroad Company.
With what other companies consolidated : Pittsburgh Local Railroad Company.
Date of consolidation : December 21, 1881.
The general offices of the company are located at Pittsburgh.
For information concerning this report, address J. A. Smith, Secretary, Pittsburgh, Pa.
How are the passenger cars on your road heated, lighted and ventilated ? No passenger cars.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Pittsburgh Junction Railroad Company, chartered August 6, 1881. Consolidated, December 21, 1881, with Pittsburgh Local Railroad Company, which was incorporated in September, 1880. Road opened for business between Laughlin's Station, on B. and O. R. R., and Willow Grove, on P. and W. Ry., in September, 1884. The company has also a branch line between the "point" at intersection of Monongahela and Allegheny rivers, Pittsburgh, along the Allegheny River to Negley's Run ; of which has been completed that portion between Ninth and Sixteenth streets, and Twentieth and Forty-third streets. The balance remains uncompleted, pending settlement of litigation for right of way.

CAPITAL STOCK.

Amount authorized by law, fixed by articles of consolidation,	\$720,000 00
Amount authorized by votes of company, by authority of law,	720,000 00
Total amount authorized,	\$1,440,000 00

CAPITAL STOCK—CONTINUED.

Amount subscribed,	\$1,440,000 00
Amount now paid in, common,	960,000 00
Amount now paid in, special or preferred,	480,000 00
Number of shares issued,	28,800
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due July 1, 1922; bear interest at 6 per cent., which is payable January 1st and July 1st), amount,	\$1,440,000 00
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UNFUNDED DEBT.

Pittsburgh Junction Terminal Company,	\$95,935 51
Current accounts,	58,471 20
Interest on bonds, payable January, 1889,	45,270 00
Total amount of unfunded debt,	199,676 71
Total amount of funded and unfunded debt,	\$1,639,676 71

COST.

Costs of roads owned to December 31, 1887,	\$2,994,265 38
Cost of additions for the year ending December 31, 1888,	69,296 08
Total cost of road owned to date,	3,063,561 46
Proportion of same for Pennsylvania,	3,063,561 46
Cost of equipment owned to December 31, 1887,	6,741 74
Cost of equipment additions for the year ending December 31, 1888,	2,332 97
Total cost of equipment owned,	9,074 71
Total cost of road and equipment,	3,072,636 17
Proportion of same for Pennsylvania,	3,072,636 17

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Laughlin's station to Pittsburgh and Western Railway,	4.47	4.47
Length of single main track,	4.47	4.47
Length of second main track,	3.46	3.46
BRANCHES.		
River Branch, built from Forty-third to Ninth streets, Pittsburgh (except between Twentieth and Sixteenth streets); when completed will extend from "Point" Pittsburgh intersection of Monongahela and Allegheny rivers; along the latter to Negley's Run, a distance of seven miles,	2.08	2.08
Length of road laid,	2.08	2.08
Length of single track laid,	2.08	2.08
SUMMARY.		
Length of main line,	4.47	4.47
Length of branches owned by the company (now built),	2.08	2.08
Total length of all roads owned, leased and operated,	6.55	6.55
Length of second track,	3.46	3.46
Length of sidings and other tracks not above enumerated,	4.38	4.38
Length of all tracks,	14.39	14.39

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	14.39	14.39

CHARACTERISTICS OF ROAD—CONTINUED.

Weight of rail per yard, steel, 60 to 67 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 48
Wooden bridges, number of, 7 ; aggregate length, 276 feet.
Stone bridges, number of, 8 ; aggregate length, 24 feet.
Iron bridges, number of, 4 ; aggregate length, 1,345 feet.
Wooden trestles, number of, 28 ; aggregate length, 16,387 feet.
Iron trestles, number of, 1 ; length, 1,796 feet.
Total length of bridges and trestles, 19,828 feet.

CROSSINGS.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth : Pennsylvania railroad at Millvale or Benvenue station, on Pennsylvania railroad (over grade); Allegheny Valley railroad at Thirty-third street, in city of Pittsburgh (under grade); Pittsburgh, Fort Wayne and Chicago railroad at Eleventh street, in city of Pittsburgh (over grade).

Number of crossings of highways at grade in this Commonwealth, 8
Number of crossings of highways over railroad, 5
Number of crossings of highways under railroad, 18
Number of grade crossings at which gates or flagmen are maintained, 1
Number of grade crossings at which there are neither gates nor flagmen, 7

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, freight, 1,	1	1
Number of fuel and water stations on main line,	1	1
Number of tunnels on all lines owned by the company,	1	1
Aggregate length of tunnels,	2,872	2,872

Material of foundation upon which track is laid: Broken stone, slack and cinders.

EQUIPMENT.

Locomotives, 2
Hand cars and hand trucks, 1

EMPLOYES.

Average number of persons regularly employed by company, including officials, 68
Same in Pennsylvania, 68

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

Passengers, 150
Amount, \$15 15

FROM TRANSPORTATION OF FREIGHT.

January, 1888, \$11,892 15
February, 1888, 12,302 00
March, 1888, 11,191 00
April, 1888, 13,312 21
May, 1888, 17,218 85
June, 1888, 18,281 44

EARNINGS FOR THE YEAR—CONTINUED.

July, 1888,	\$19,864 06
August, 1888,	17,772 49
September, 1888,	18,172 13
October, 1888,	17,765 20
November, 1888,	17,623 34
December, 1888,	19,840 85
Total,	<u>\$195,235 72</u>

FROM ALL OTHER SOURCES.

January, 1888,	\$471 33
February, 1888,	497 34
March, 1888,	539 84
April, 1888,	499 75
May, 1888,	499 74
June, 1888,	509 76
July, 1888,	505 74
August, 1888,	507 74
September, 1888,	507 74
October, 1888,	507 73
November, 1888,	507 78
December, 1888,	507 78
Total,	<u>\$6,062 27</u>

RECAPITULATION.

Total passenger earnings for the year,	\$15 15
Total freight earnings for the year,	195,235 72
Total earnings from all other sources,	<u>6,062 27</u>
Total earnings for the year,	<u>\$201,313 14</u>
Total receipts from all sources on whole length of line,	<u>201,313 14</u>
Proportion of earnings in Pennsylvania to earnings of whole line, all.	

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$66,158 05
Land or land damages,	3,138 03
New locomotives, No. 2, part payment,	2,258 97
Any other expenditures chargeable to this account,	<u>74 00</u>
Total,	<u>71,629 05</u>
Proportion for Pennsylvania, all.	

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Agents, clerks and depot labor,	\$3,444 45
Enginemen,	2,622 10
Trainmen,	3,957 66
Cleaning and watching engines,	685 65
Dispatchers,	1,084 79
Expenses of stations, except labor,	71 28
Supplies for trains,	102 97
Fuel for engines,	2,048 40
Water supply,	485 20
Leased premises,	1,023 98
Loss and damage,	935 39
Oil, tallow and waste for locomotives,	368 50
Stationery and printing,	118 16

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

Switchmen,	\$165 00
Telegraph expenses,	616 03
Watchmen and police,	586 83
Bargemen,	450 00
Rental of rolling stock,	699 00
Barge towing,	4,342 38
Barge rental,	120 92
Total,	<u>\$23,928 69</u>

TAXES.

State,	\$4,378 15
County,	244 27
City,	5,157 48
Total,	<u>\$9,779 90</u>

MAINTENANCE OF WAY.

Bridges, repairs of,	\$1,984 64
Buildings, repairs of,	155 46
Fences and road crossings, repairs of,	213 95
Frogs, switches, spikes, bolts, etc.,	169 70
Ditching and cleaning tracks,	366 20
Landslides and washouts,	183 03
Rails, steel,	67 50
Snow and ice removing,	111 23
Oil,	74 59
Water stations, repairs of,	71 85
Telegraph, repairs of,	36 08
Tools and repairs of tools,	419 09
Track, repairing,	2,575 28
Watchmen,	2,608 61
Total,	<u>\$9,037 21</u>

MAINTENANCE OF EQUIPMENT.

Locomotives, freight, repairs of,	\$588 77
Hand and ballast cars, repairs of,	4 10
Total,	<u>\$592 87</u>

GENERAL EXPENSES.

Incidentals and legal expenses,	\$543 96
Salaries of officers and clerk,	4,213 54
Stationery and blanks,	240 70
General office,	338 79
Total,	<u>\$5,336 99</u>

EARNINGS—SUMMARY.

Passenger transportation,	\$15 15
Freight transportation,	195,235 72
Miscellaneous,	6,062 27
Total,	<u>\$201,313 14</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$23,928 69
Maintenance of equipment,	592 87
Maintenance of way,	9,037 21

EXPENSES—SUMMARY—CONTINUED.

Taxes,	\$9,779 96
General expenses,	5,336 99
Total operating expenses,	\$48,675 66
Expenditures charged to cost of road, real estate and equipment during the year,	71,629 05
Total expenditures during the year,	\$120,304 71
Operating expenses, 24.18 per cent. of earnings.	
Net earnings,	\$152,637 48

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$3,063,561 46
Equipment,	9,074 71
Materials on hand,	441 62
Foreign roads,	53,746 39
Companies and individuals,	23,517 32
Stock of other corporations,	200,000 00
Contingent fund,	1,020 82
Agents' accounts,	7,530 80
Cash,	35,404 58
	\$3,394,297 70

LIABILITIES.

Capital stock, common,	\$960,000 00
Capital stock, preferred,	480,000 00
First mortgage bonds,	1,440,000 00
Bills payable,	33,600 00
Accrued interest on first mortgage bonds, payable January 1, 1889, .	45,270 00
Vouchers and pay-rolls,	24,871 20
Pittsburgh Junction Terminal Company,	95,935 51
Fund for improvement of property,	252,741 76
Profit and loss,	61,879 23
	\$3,394,297 70

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employes,		5				5
Others,			3		3	
Total,		5	3		3	5

PITTSBURGH AND LAKE ERIE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
John Newell,	President,	Chicago, Ill.
Jno. G. Robinson,	Secretary and Treasurer,	Pittsburgh, Pa.
H. H. Kendrick,	Auditor,	Pittsburgh, Pa.
Knox & Reed,	General Solicitors,	Pittsburgh, Pa.
F. W. Patterson,	Assistant Engineer,	Pittsburgh, Pa.
John Newell,	General Manager,	Chicago, Ill.
E. Holbrook,	General Superintendent,	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John Newell,	Chicago, Ill.	James I. Bennett,	Pittsburgh, Pa.
Cornelius Vanderbilt,	New York, N. Y.	James M. Bailey,	Pittsburgh, Pa.
W. K. Vanderbilt,	New York, N. Y.	J. H. Reed,	Pittsburgh, Pa.
F. W. Vanderbilt,	New York, N. Y.	J. M. Schoonmaker,	Pittsburgh, Pa.
H. McK. Twombly,	New York, N. Y.	D. Leet Wilson,	Pittsburgh, Pa.
E. D. Worcester,	New York, N. Y.	Henry Hice,	Beaver, Pa.
M. W. Watson,	Pittsburgh, Pa.		

Date of annual meeting for election of directors, fourth Tuesday in January.

GENERAL INFORMATION.

Name of road : Pittsburgh and Lake Erie Railroad.

By whom operated : Pittsburgh and Lake Erie Railroad Company.

By what authority : Owners.

With what other companies consolidated : Youngstown and Pittsburgh Railroad Company ; Pittsburgh and Beck's Run Railroad Company.

Date of consolidation : January 5, 1878 ; February 13, 1880.

The general offices of the company are located at 77 Fourth avenue, Pittsburgh, Pa.

For information concerning this report, address H. H. Kendrick, Auditor.

How are the passenger ears on your road heated, lighted and ventilated ? Anthracite coal ; oil ; ventilators at top of cars.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company organized May 11, 1875, and charter was issued May 15, 1875, by State of Pennsylvania for that portion of road in State. Charter was issued by State of Ohio, April 25, 1877, for portion of road in Ohio, known as the Youngstown and Pittsburgh Railroad Company. On October 5, 1877, charter for portion of line not covered by Pittsburgh and Lake Erie Railroad Company's charter, between Smithfield street bridge and Jones & Laughlin's mill, Pittsburgh, was obtained under the title of the Pittsburgh and Beck's Run Railroad Company. The three companies were consolidated and the line was completed February 1, 1879, from Pittsburgh, Pa., to Youngstown, Ohio, a distance of 68 miles. Opened for business February 24th of same year.

CAPITAL STOCK.

Amount authorized by votes of company,	\$2,050,000 00
Amount subscribed,	2,050,000 00
Amount now paid in,	2,050,000 00
Number shares issued, 41,000	
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due January 1, 1928; bear interest at 6 per cent., which is payable semi-annually),, amount,	\$2,000,000 00
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UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$646,444 04
Debt incurred for any other purpose, and for what:	
Scrip certificates, \$615,000.00; bills payable, \$504,-	
636.97; total,	1,119,636 97
Total amount of unfunded debt,	1,766,081 01
Total amount of funded and unfunded debt,	\$3,766,081 01
Funded debt as per last report,	\$2,000,000 00
Unfunded debt as per last report,	1,330,198 26
Total cash realized from capital stock and debt,	5,816,081 01

COST.

Cost of roads owned to December 31, 1887,	\$5,330,594 84
Cost of additions for the year ending December 31, 1888,	238,272 94
Total cost of roads owned to date,	5,568,867 78
Average of same per mile of road laid,	78,512 16
Average of same per mile of single track,	61,945 13
Proportion of same for Pennsylvania,	4,846,555 64
Cost of equipment owned to December 31, 1887,	1,293,853 44
Cost of equipment additions for the year ending December 31, 1888,	243,288 70
Total cost of equipment owned,	1,537,142 14
Average cost of equipment per mile of road owned by the company,	21,671 25
Average cost of equipment per mile of road operated by the company,	11,540 00
Proportion of same for Pennsylvania,	1,337,766 26
Cost of road and equipment per mile (of road owned by company,)	100,183 41
Proportion of same for Pennsylvania,	6,184,321 90
Total cost of roads and equipment,	7,106,009 92
Proportion of same for Pennsylvania,	6,184,321 90

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line from Pittsburgh, Pa., to Youngstown, Ohio.	68.00	58.80
Length of single main track,	68.00	58.80
Length of second main track,	21.90	14.28
BRANCHES.		
New Castle branch, from New Castle Junction to New Castle,	2.93	2.93
	2.93	2.93

CHARACTERISTICS OF ROAD—CONTINUED.

LEASED ROADS.	MILES.	
	Whole length.	Length in Penna.
Pittsburgh, McKeesport and Youghio-gheny railroad and branches, from Pitts-	64.79	64.79
burgh, Pa., to New Haven, Pa.,	64.79	64.79
Length of double track,	9.96	9.96
SUMMARY.		
Length of main line,	68.00	58.80
Length of branches owned by the company,	2.93	2.93
Length of leased roads,	64.79	64.79
Total length of all roads owned, leased and operated,	135.72	126.52
Length of second track,	31.86	24.24
Length of sidings and other tracks not above enumerated,	90.90	84.52
Length of all tracks,	267.48	235.28

GAUGE.

Gauge of lines, 4 ft. 8 $\frac{3}{4}$ ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	267.48	235.28

Weight of rail per yard, steel, 10 miles, 65 pounds; balance, 60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 71; in Pennsylvania, 61.8
 Number of miles of wire, 207; in Pennsylvania, 179

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 50
 Stone bridges, number of, 37; aggregate length, 3,865 feet.
 Iron bridges, number of, 4; aggregate length, 529 feet.
 Iron trestles, 9; aggregate length, 4,356 feet.
 Total length of bridges and trestles, 8,750 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth: Western New York and Pennsylvania railroad at New Castle, Pa.; Pittsburgh, Cleveland and Toledo railroad at New Castle Junction, Pa.

Railroad crossing lines owned by the company either over or under grade, in this Commonwealth: Pittsburgh, Cincinnati and St. Louis railroad at Pittsburgh, Pa. (over); Little Saw Mill Run railroad at Pittsburgh, Pa. (over); Pittsburgh, Chartiers and Youghiogheny railroad at Chartiers, Pa. (over); Cleveland and Pittsburgh railroad at Beaver, Pa. (under); Pittsburgh, Fort Wayne and Chicago railroad at Beaver Falls, Pa. (over); Pittsburgh, Youngstown and Ashtabula railroad at Wampum, Pa. (over); Erie and Pittsburgh railroad at Mahoningtown, Pa. (under).

Number of crossings of highways at grade, in this Commonwealth, 66
 Number of crossings of highways over railroad, 5
 Number of crossings of highways under railroad, 18
 Number of crossings at which gates or flagmen are maintained, 6
 Number of crossings at which there are neither gates nor flagmen, 60

Statement of regulations governing employes in regard to these crossings: The whistle must be sounded for a period of five (5) seconds, eighty (80) rods before reaching a crossing, and the engine bell rung until the train occupies the crossing. Whenever a train stops for a longer time than ten (10) minutes, it must be cut for the crossing.

CHARACTERISTICS OF ROAD—CONTINUED.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 6; freight and passenger, 24; freight, 5,	35	29
Number of stations on branches, passenger 1; freight, 1,	2	2
Number of stations on leased roads, passenger, 6; freight and passenger, 12; freight, 3,	21	21
Number of engine houses and shops owned by the company,	5	5
Number of fuel and water stations on main line,	7	6
Number of fuel and water stations on leased roads,	5	5
Value of real estate held by the company, exclusive of roadway, . .	\$36,000 00	

Material of foundation upon which track is laid : Stone, furnace cinder and gravel.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	43	\$7,500 00
Passenger cars, first-class,	16	4,200 00
Passenger cars, second-class,	8	3,225 00
Total passenger cars,	24	
Baggage, mail and express cars,	10	2,500 00
Freight cars, 8-wheel,	2,140	450 00
Freight cars, 4-wheel, cabooses,	26	200 00
Total freight cars,	2,166	
Cars, roadway department, 8-wheel,	47	400 00

Train brake in use : Westinghouse air brake.

Average number of cars in passenger trains, including mail, express and baggage cars,	3.5
Average number of cars in freight trains,	34.5
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	136
Average weight freight trains, including locomotive and tender, in working order, in tons,	762.5

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	1,148
Same in Pennsylvania,	1,062

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	332,873
Number of miles run by freight and coal trains,	435,222
Total number of miles run,	768,095
Number of passengers carried one mile in Pennsylvania,	11,384,619
Net cost per mile for each passenger carried,	1.49 cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	2,883,969
Number of tons of 2,000 pounds of local freight for the year,	612,724
Number of tons of freight carried one mile,	195,350,969
Number of tons of freight carried one mile in Pennsylvania,	170,012,877
Gross amount of tonnage for the year (2,000 pounds per ton),	3,496,693
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	25
Average rate of speed adopted by express trains, including stops, (miles per hour),	40
Average rate of speed adopted by freight trains, including stops (miles per hour),	20

DOINGS OF THE YEAR—CONTINUED.

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal and coke, . . .	2,061,995	Merchandise and manufactures, . . .	35,281
Petroleum and other oils, . . .	2,331	Live stock,	826
Pig iron,	175,338	Lumber,	60,539
Railroad iron,	9,839	Other articles,	72,097
Other iron or castings,	320,691		
Iron and other ores,	538,135	Total,	3,496,693
Stone and lime,	216,211		
Agricultural products,	3,410		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal, per ton per mile,	0.72 cents.
For local freight and coal, per ton per mile,	0.74 cents.

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888, . .	4,767	187,371	\$1,990 48	47,473	606,911	\$12,298 78	52,240	794,282	\$17,289 26
February, 1888, . .	2,877	177,684	2,403 21	48,299	528,536	13,889 16	51,176	706,220	16,292 37
March, 1888, . .	4,125	180,229	3,144 74	48,497	549,133	14,311 91	52,622	729,362	18,456 68
April, 1888, . .	4,055	187,643	3,223 90	51,516	609,117	15,448 47	55,571	796,760	19,672 37
May, 1888, . .	4,841	201,075	5,100 55	58,520	808,705	15,684 00	63,361	1,009,780	20,784 55
June, 1888, . .	4,851	224,490	5,156 06	65,364	907,242	17,674 93	70,215	1,131,732	22,830 99
July, 1888, . .	10,951	297,119	9,210 37	1,494,877	1,494,877	21,722 99	93,322	1,791,996	30,933 36
August, 1888, . .	11,908	268,234	10,225 50	82,371	1,261,168	16,118 35	83,937	1,529,402	25,643 85
September, 1888, . .	10,622	253,923	7,984 48	76,015	1,145,381	19,891 00	86,637	1,399,304	27,875 48
October, 1888, . .	9,018	215,876	6,408 76	64,508	887,545	17,184 86	73,526	1,053,421	23,593 62
November, 1888, . .	9,959	209,815	7,654 64	62,759	788,509	14,995 30	72,718	998,324	22,619 94
December, 1888, . .	9,645	223,610	7,593 97	68,619	900,121	18,360 37	78,264	1,123,734	24,954 34
Total,	87,619	2,627,069	\$73,096 66	745,970	10,437,248	\$197,880 15	833,589	13,064,317	\$270,976 81

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers, 2.6 cents; for first-class way passengers, 3 cents; for second-class through passengers, 2.15 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888, . .	166,115	9,702,599	\$80,143 53	47,101	2,425,649	\$22,694 58	213,216	12,128,248	\$102,748 11
February, 1888, . .	116,333	6,517,189	62,058 85	51,082	1,629,372	17,503 77	167,145	8,146,861	79,562 62
March, 1888, . .	153,546	9,496,044	75,374 67	61,458	2,374,016	21,259 52	215,004	11,870,054	96,634 19
April, 1888, . .	192,658	10,762,248	75,411 33	51,177	2,690,562	21,279 16	243,835	13,452,810	96,723 49
May, 1888, . .	237,821	13,883,268	99,477 44	65,819	3,470,816	28,057 73	303,640	17,354,084	127,535 17
June, 1888, . .	295,698	15,561,236	103,408 34	47,467	3,890,309	29,166 45	343,165	19,451,515	132,574 79
July, 1888, . .	287,977	16,563,735	95,483 90	28,934	4,140,933	26,931 35	316,911	20,704,668	122,415 25
August, 1888, . .	288,035	16,769,576	102,539 69	35,975	3,692,391	28,921 44	324,010	18,461,970	131,461 13
September, 1888, . .	298,047	15,848,576	113,231 30	53,697	3,962,143	31,937 03	351,651	19,810,719	145,168 33
October, 1888, . .	360,368	17,143,513	122,201 06	59,380	4,282,878	34,466 96	419,748	21,423,391	156,668 02
November, 1888, . .	264,094	13,955,720	103,038 61	54,926	3,488,930	29,062 17	319,020	17,144,650	132,100 78
December, 1888, . .	223,277	12,076,776	92,680 92	55,798	3,019,193	26,140 77	279,075	15,095,969	118,821 69
Total,	2,883,969	156,280,780	\$1,125,082 64	612,724	39,079,189	\$317,330 93	3,496,693	195,350,969	\$1,442,413 57

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
January, 1888,	\$814 12	\$1,215 00	\$4,224 51	\$6,253 66
February, 1888,	694 27	1,125 00	1,416 99	3,236 26
March, 1888,	814 12	1,215 00	837 84	2,866 96
April, 1888,	814 12	1,125 00	1,960 37	3,899 49
May, 1888,	754 12	1,215 00	1,037 78	3,006 90
June, 1888,	786 71	1,170 00	140 41	2,097 15
July, 1888,	810 00	1,170 00	2,782 40	4,762 40
August, 1888,	838 00	1,215 00	900 86	2,953 86
September, 1888,	786 08	1,125 00	1,864 42	3,775 50
October, 1888,	811 36	1,215 00	2,030 67	4,057 03
November, 1888,	820 00	1,170 00	1,520 15	3,510 15
December, 1888,	874 94	1,170 00	792 17	2,837 11
Total,	\$9,617 84	\$14,130 00	\$19,508 63	\$43,256 47

RECAPITULATION.

Total passenger earnings for the year,	\$270,976 81
Total freight earnings for the year,	1,442,413 57
Total earnings from all other sources,	43,256 47
Total earnings for the year,	\$1,756,646 85
Total receipts from all sources on whole length of line,	\$1,756,646 85
Proportion of earnings in Pennsylvania to earnings of whole line,	433,008 76

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$15,140 46
Land or land damages,	212,252 86
Passenger and freight houses,	4,879 62
New locomotives, number, 5,	42,925 00
New passenger cars, number, 4,	18,061 70
New baggage, mail and express cars, number, 2,	5,080 85
New freight cars, 8-wheel, number, 398,	177,221 15
Any other expenditures chargeable to to this account,	6,000 00
Total,	\$481,561 64
Proportion for Pennsylvania,	419,084 97

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$3,587 94	\$2,218 09	\$5,806 03
Agents and clerks,	11,427 64	34,282 94	45,710 58
Baggage masters, brakemen, conductors and train agents,	27,877 03	81,553 93	109,430 96
Car service,	5,601 17	50,410 57	56,011 74
Dispatchers,	1,200 00	3,600 00	4,800 00
Expenses of stations, except labor,	146 85	440 57	587 42
Labor at stations,	83,085 36	83,085 36	166,170 72
Lighting stations and heating,	1,119 00	4,476 01	5,595 01
Loss and damage,	5,071 73	10,983 92	16,055 65
Stationery and printing,	4,802 66	12,985 09	17,787 75
Telegraph expenses,	3,841 17	11,523 54	15,364 71
Total,	\$64,675 19	\$295,560 02	\$360,235 21

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemen and firemen, passenger,	\$27,750 68		\$27,750 68
Enginemen and firemen, freight,		\$70,655 21	70,655 21
Engine rental,		13,895 64	13,895 64
Locomotives, repairs of,	26,844 86	33,491 19	60,336 05
Oil for locomotives, all supplies,	20,316 93	49,874 50	70,191 43
Tools and machinery, repairs of,	1,183 30	10,650 67	11,833 97
Water, wood and coal stations, expenses and repairs of,	1,918 02	7,672 11	9,590 13
Total,	\$78,013 79	\$186,239 32	\$264,253 11
MAINTENANCE OF WAY.			
Bridges, repairs of,	\$6,435 84	\$27,845 33	\$34,281 17
Cross-ties,	4,952 36	19,809 45	24,761 81
Expenses on property,	9,753 39	39,163 59	48,916 98
Fences,	3,916 23	15,664 93	19,581 16
Rails, steel,	5,243 81	20,975 28	26,219 09
Road-bed, repairs of, labor and material,	50,073 47	200,293 88	250,367 35
Tools and repairs of tools,	2,151 13	8,604 54	10,755 67
Watchmen,	2,196 82	8,787 31	10,984 13
Total,	\$84,723 05	\$341,144 31	\$425,867 36
MAINTENANCE OF CARS.			
Cars, repairs of freight,		\$119,154 42	\$119,154 42
Cars, repairs of passenger, baggage, express and postal,	\$26,327 30		26,327 30
Oil, tallow, waste, etc., all supplies,	7,249 55	15,911 68	23,161 23
Total,	\$33,576 85	\$135,066 10	\$168,642 95
GENERAL EXPENSES.			
Clerks,	\$6,635 87	\$26,543 51	\$33,179 38
Incidentals and legal expenses,	3,359 62	13,438 50	16,798 12
Office expenses, repairs and furniture,	836 56	3,346 23	4,182 79
Salaries of president and other officers,	5,100 00	25,500 00	30,600 00
Taxes on real estate and gross earnings,	700 66	14,712 62	15,413 28
Rents payable,	6,148 42	30,742 10	36,890 52
Insurance,	117 12	468 52	585 64
Total,	\$22,898 25	\$114,751 48	\$137,649 73

EARNINGS—SUMMARY.

Passenger transportation, local, \$197,880.15; through, \$73,096.66; total,	\$270,976 81
Freight transportation, local, \$317,330.93; through, \$1,125,082.64; total,	1,442,413 57
Mail service, \$9,617.84; express service, \$14,130.00; total,	23,747 84
Miscellaneous,	19,508 63
Total,	\$1,756,646 85

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$64,675 19	\$295,560 02	\$360,235 21
Motive power,	78,013 79	186,239 32	264,253 11
Maintenance of way,	84,723 05	341,144 31	425,867 36
Maintenance of cars,	33,576 85	135,066 10	168,642 95
General expenses,	22,898 25	114,751 48	137,649 73
Total operating expenses,			\$1,356,648 36
Expenditures charged to cost of road, real estate and equipment during the year,			481,561 64
Total expenditures during the year,			\$1,838,210 00

Operating expenses, 77.23 per cent. of earnings.

SUMMARY—CONTINUED.

Earnings per mile of road operated,	\$24,765 92
Expenses per mile of road operated,	19,126 58
Net earnings,	<u>\$5,639 34</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Construction,	\$5,568,867 78
Equipment,	1,537,142 14
Supplies on hand,	71,766 53
Due by agents of this company,	201,667 03
Cash on hand,	39,861 24
Advances to Pittsburgh, McKeesport and Youghiogheny Railroad,	21,021 90
Current balances,	131,487 59
	<u>\$7,572,414 21</u>
LIABILITIES.	
Capital stock,	\$2,050,000 00
Funded debt,	2,000,000 00
Scrip certificates,	615,000 00
Real estate mortgages,	168,053 12
Temporary loans,	403,390 92
Due for wages, supplies, etc.,	367,645 82
Bills payable,	579,636 97
Dividend, January 18, 1889,	61,500 00
Profit and loss,	1,327,187 38
	<u>\$7,572,414 21</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: American Express Company; \$45.00 per day.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates: Wagner Palace Car Company; fifty cents extra per seat.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: The Post Office Department fixes a rate per mile per annum, regulated by weight, and paid quarterly. Earnings for year 1888, \$9,617.84.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: July 1, 1888, 3 per cent.; December 31, 1888 (paid January 18, 1889), 3 per cent.

Paid in dividends, cash,	\$123,000 00
Balance for the year, or surplus,	107,961 82
Surplus at commencement of the year,	1,219,225 56
Total surplus,	<u>\$1,327,187 38</u>
Surplus invested as follows:	
Cash and loans,	61,483 14
Balance of accounts due company,	333,154 62
Material, fuel and stores,	71,766 53
Other items,	860,783 09

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	.....	5	.....	.....	.....	5
Employes,	3	46	.....	8	3	54
Others, . . . . .	.....	1	4	16	4	17
Total,	3	52	4	24	7	76

PITTSBURGH AND MANSFIELD RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Robert H. Brown,	President,	Mansfield, Pa.
Thomas P. Roberts,	Vice President,	Pittsburgh, Pa.
Robert Christy,	Secretary and Treasurer,	Mansfield, Pa.
Thomas P. Roberts,	Chief Engineer,	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
James J. Brown,	Mansfield, Pa.	Mansfield P. Brown, Jr.,	Mansfield, Pa.
Robert Christy,	Mansfield, Pa.	Thomas P. Roberts, . . .	Pittsburgh, Pa.
Robert J. Hardy,	Mansfield, Pa.	Richard A. Roberts, . . .	Pittsburgh, Pa.

GENERAL INFORMATION.

Name of road : Pittsburgh and Mansfield Railroad.

By whom operated : Pittsburgh and Mansfield Railroad Company.

By what authority : Charter.

The general offices of the company are located at Mansfield, Pa.

For information concerning this report, address Robert H. Brown, Mansfield, Allegheny county, Pa.

CAPITAL STOCK.

Amount authorized by law,	\$50,000 00
Amount subscribed,	25,000 00
Amount now paid in, common,	2,500 00
Number of shares issued,	500
Amount paid in on each share,	5 00
Par value of each share,	50 00

COST.

Cost of roads owned to December 31, 1887,	\$300 00
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CHARACTERISTICS OF ROAD.		
MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh to Mansfield,	5	5
SUMMARY.		
Length of main line,	5	5
Total length of all roads owned, leased or operated,	5	5
GAUGE.		
Gauge of lines,	4 ft. 8 ins.	

PITTSBURGH, McKEESPORT AND YOUGHIOGHENY RAIL- ROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. H. Reed,	President,	Pittsburgh, Pa.
Jno. G. Robinson,	Secretary and Treasurer, . .	Pittsburgh, Pa.
H. H. Kendrick,	Auditor,	Pittsburgh, Pa.
Knox & Reed,	General Solicitors,	Pittsburgh, Pa.
F. W. Patterson,	Assistant Engineer,	Pittsburgh, Pa.
John Newell,	General Manager,	Chicago, Ill.
E. Holbrook,	General Superintendent, . .	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Cornelius Vanderbilt, .	New York, N. Y.	J. H. Reed,	Pittsburgh, Pa.
W. K. Vanderbilt, . .	New York, N. Y.	James M. Bailey,	Pittsburgh, Pa.
H. McK. Twombly, . .	New York, N. Y.	James I. Bennett, . .	Pittsburgh, Pa.
Jas. Tillinghast,	New York, N. Y.	M. W. Watson,	Pittsburgh, Pa.
John Newell,	Chicago, Ill.	Henry Hice,	Beaver, Pa.

Date of annual meeting for election of directors, fourth Tuesday of January.

GENERAL INFORMATION.

Name of road : Pittsburgh. McKeesport and Youghiogheny Railroad.

By whom operated : Pittsburgh and Lake Erie Railroad Company.

By what authority : Ninety-nine year lease.

The general offices of the company are located at 77 Fourth avenue, Pittsburgh, Pa.

For information concerning this report, address H. H. Kendrick, Auditor.

How are the passenger ears on your road heated, lighted and ventilated? Anthracite coal ; oil ; ventilators at top of ears.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Pittsburgh, McKeesport and Youghiogheny Railroad Company was organized August 3, 1881, and charter issued by the State of Pennsylvania August 4, 1881. The line was then constructed from Pittsburgh, Pa., to New Haven, Pa., a distance of 56.95 miles, and opened for business November 19, 1883. On January 1, 1884, the road was leased to the Pittsburgh and Lake Erie Railroad Company for ninety-nine years.

CAPITAL STOCK.

Amount authorized by votes of company,	\$4,000,000 00
Amount subscribed,	4,000,000 00
Amount now paid in, common,	3,100,000 00
Number of shares issued,	62,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due July 1, 1932; bear interest at 6 per cent., which is payable semi-annually), amount,	\$2,250,000 00
Second mortgage bonds (due July 1, 1934; bear interest at 6 per cent., which is payable semi-annually), amount,	850,000 00
Total amount of funded debt,	\$3,100,000 00
Total cash realized from capital stock and debt,	6,200,000 00

COST.

Cost of roads owned to December 31, 1887,	\$5,646,619 91
Cost of additions for the year ending December 31, 1888,	58,013 48
Total cost of roads owned to date,	5,704,633 39
Average of same per mile of road laid,	91,580 48
Average of same per mile of single track,	78,967 80
Proportion of same for Pennsylvania,	78,967 80
Cost of equipment owned to December 31, 1887,	383,046 79
Total cost of equipment owned,	383,046 79
Average cost of equipment per mile of road owned by the company,	6,150 39
Average cost of equipment per mile of road operated by company,	5,912 12
Proportion of same for Pennsylvania,	6,150 39
Cost of road and equipment per mile (of road owned by company)	97,730 87
Proportion of same for Pennsylvania,	97,730 87
Total cost of roads and equipment,	6,087,680 18
Proportion of same for Pennsylvania,	6,087,680 18

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh to New Haven,	56.95	56.95
Length of single main track,	56.95	56.95
Length of second main track,	9.96	9.96
BRANCHES.		
Dickerson Run branch, from Dickerson Run } Length of road,	4.58	4.58
to Clarissa Mines. } Length of single track,	4.58	4.58
Broadford branch, from Broadford Junction } Length of road, . . . . .	.32	.32
to Broadford, } Length of single track, . . . . .	.32	.32
West Youghiogheny branch, from West } Length of road, . . . . .	.20	.20
Youghiogheny J'n to B. & O. connection, } Length of single track, . . . . .	.20	.20
Tyrone branch, from Broadford to Baltimore } Length of road, . . . . .	.23	.23
and Ohio railroad, } Length of single track, . . . . .	.23	.23
LEASED ROADS.		
Youghiogheny Northern railroad, from } Length of road,	1.98	1.98
Broadford to Summit, } Length of single track,	1.98	1.98
Tawson, Broadford and Mt. Pleasant, from } Length of road, . . . . .	.53	.53
Dawson to Mt. Pleasant, } Length of single track, . . . . .	.53	.53

CHARACTERISTICS OF ROAD—CONTINUED.

SUMMARY.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line,	56.95	56.95
Length of branches owned by the company,	5.33	5.33
Length of leased roads,	2.51	2.51
Total length of all roads owned, leased and operated,	64.79	64.79
Length of second track,	9.96	9.96
Length of sidings and other tracks not above enumerated,	34.10	34.10
Length of all tracks,	108.85	108.85

GAUGE.

Gauge of lines, 4 ft. 8 $\frac{1}{4}$ ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	64.79	64.79
Weight of rail per yard, steel,		60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 57; in Pennsylvania, 57
 Number of miles of wire, 114; in Pennsylvania, 114

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . . 39
 Wooden bridges, number of 3; aggregate length, 180 feet.
 Iron bridges, number of 30; aggregate length, 8,687 feet.
 Wooden trestles, number of 6; aggregate length, 10,000 feet.
 Total length of bridges and trestles, 18,867 feet.

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth :
 J. D. Risher Coal Railroad, at Street's Run; Baltimore and Ohio Railroad, at Street's Run; Baltimore and Ohio Railroad, at McKeesport.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Baltimore and Ohio Railroad, at Street's Run (over); Pennsylvania Railroad, at Port Perry (over); Baltimore and Ohio Railroad, at Broadford (under).

Number of crossings of highways, at grade, in this Commonwealth, . . . 62
 Number of crossings of highways under railroad, 8
 Number of crossings at which gates or flagmen are maintained, . . . 7
 Number of crossings at which there are neither gates nor flagmen, . . . 55

Statement of regulations governing employes in regard to these crossings: The whistle must be sounded for a period of five (5) seconds, eighty (80) rods before reaching the crossing, and the engine bell rung until the engine occupies the crossing. Whenever the train stops longer than ten (10) minutes the train must be out for all crossings.

CHARACTERISTICS OF ROAD—CONTINUED.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 18; freight, 18,	19	19
Number of stations on branches, passenger, 2; freight, 1,	3	3
Number of stations on leased roads, passenger, 1; freight, 1,	2	2
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	5	5
Number of fuel and water stations on leased roads,	1	1
Number of tunnels on all lines owned by the company,	1	1
Aggregate length of tunnels,	1,600	1,600

Material of foundation upon which track is laid: Stone and furnace cinder.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	19	\$8,000 00
Passenger ears, first class,	5	\$4,500 00
Passenger cars, second-class,	5	3,775 00
Total passenger ears,	10	\$2,500 00
Baggage, mail and express cars,	4	
Freight ears, 8-wheel,	461	\$450 00
Freight ears, 4-wheel,	9	200 00
Total freight ears,	470	

Train brake in use: Westinghouse air brake.

Average number of cars in passenger trains, including mail, express and baggage cars,	2
Average number of cars in freight trains,	31
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	84
Average weight of freight trains, including locomotive and tender, in working order, in tons,	686

EMPLOYEES.

Average number of persons regulary employed by company, including officials,	372
Same in Pennsylvania,	372

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	116,337
Number of miles run by freight and coal trains,	214,588
Total number of miles run,	330,925
Number of passengers carried one mile in Pennsylvania,	1,938,804
Net cost per mile for each passenger carried,	1.02 cents
Number of tons of 2,000 pounds of through freight for the year on main road,	1,613,440
Number of tons of 2,000 pounds of local freight for the year,	857,268
Number of tons of freight carried one mile,	80,106,682
Number of tons of freight carried one mile in Pennsylvania,	80,106,682
Gross amount of tonnage for the year (2,000 pounds per ton),	2,470,708
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	28
Average rate of speed adopted by express trains, including stops (miles per hour),	35
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

DOINGS OF THE YEAR—CONTINUED.

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal and coke, . . .	1,662,654	Agricultural products,	67,065
Petroleum and other oils, . . .	841	Merchandise and manufactures, . . .	6,577
Pig iron,	72,277	Live stock,	27,004
Railroad iron,	12,390	Lumber,	1,230
Other iron or castings,	234,456	Other articles,	24,186
Iron and other ores,	307,372		
Stone and lime,	54,656	Total,	<u>2,470,708</u>

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal, per ton per mile,	1.06 cents.
For local freight and coal, per ton per mile,	<u>1.26 cents.</u>

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888, . .	114	3,577	\$118 88	18,863	125,312	\$3,910 88	18,977	128,889	\$4,029 76
February, 1888, . .	201	8,476	110 14	16,799	120,337	3,280 68	17,000	123,813	3,390 82
March, 1888, . .	173	3,608	120 28	18,880	126,818	3,711 16	19,053	130,426	3,831 44
April, 1888, . .	151	3,837	126 01	20,294	138,032	4,000 76	20,445	141,869	4,126 77
May, 1888, . .	129	4,066	131 73	21,707	150,246	4,208 33	21,836	153,312	4,340 06
June, 1888, . .	280	3,756	174 08	18,554	134,088	3,980 36	18,834	137,844	4,151 44
July, 1888, . .	177	4,295	54 08	26,279	210,188	5,314 70	26,456	214,783	5,368 78
August, 1888, . .	157	4,593	87 37	175,083	1,750 02	5,150 02	24,135	179,676	5,237 39
September, 1888, . .	93	4,205	41 72	23,978	205,091	5,146 62	24,142	210,296	5,188 31
October, 1888, . .	145	4,537	53 13	23,690	173,344	4,808 92	23,835	176,881	4,862 05
November, 1888, . .	1,094	4,079	147 72	139,854	139,854	4,716 91	27,241	203,933	4,864 66
December, 1888, . .	68	3,696	27 05	26,147	180,111	5,494 74	26,795	184,807	5,521 79
Total,	2,782	47,725	\$1,192 19	\$265,967	1,938,804	\$53,724 11	268,749	1,986,529	\$54,916 30

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers, 2.49 cents; for first-class way passengers, 3 cents; for second-class through passengers, 2 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888, . .	88,385	3,460,992	\$49,495 32	45,840	1,730,495	\$21,212 27	134,225	5,191,487	\$70,707 59
February, 1888, . .	61,608	2,580,086	34,640 34	46,078	1,290,043	14,845 85	107,686	3,870,129	49,486 19
March, 1888, . .	90,881	3,374,636	46,912 41	45,001	1,687,167	20,118 17	135,885	5,061,803	67,060 58
April, 1888, . .	113,224	3,871,614	54,916 50	47,156	1,935,806	23,548 50	160,380	5,807,420	78,495 00
May, 1888, . .	149,582	4,507,921	56,854 25	58,298	2,253,510	24,366 10	207,880	6,760,531	81,220 35
June, 1888, . .	194,672	4,565,961	57,891 53	54,328	2,282,980	23,953 51	249,000	6,848,941	79,845 04
July, 1888, . .	182,641	4,990,586	62,703 31	52,593	2,495,293	24,681 35	249,548	7,483,879	82,271 19
August, 1888, . .	153,507	5,011,608	57,589 84	77,792	2,955,803	26,872 84	260,433	7,967,411	89,576 15
September, 1888, . .	147,036	5,237,139	62,840 01	160,579	2,618,569	26,931 43	254,886	7,855,708	89,771 44
October, 1888, . .	132,284	5,582,608	69,898 14	117,684	2,791,303	29,956 34	264,720	8,373,911	90,854 48
November, 1888, . .	102,662	5,150,083	63,081 93	105,256	2,575,041	27,035 10	237,540	7,728,124	90,117 03
December, 1888, . .	1,613,440	4,772,226	59,057 11	106,663	2,386,112	25,310 18	209,325	7,158,338	84,367 29
Total,	1,613,440	53,104,560	\$673,940 69	857,268	27,002,122	\$288,831 64	2,470,708	80,106,682	\$962,772 33

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA-NEOUS.	TOTAL.
January, 1888,	\$248 65	\$405 00	\$254 05	\$907 70
February, 1888,	248 68	375 00	496 03	1,119 71
March, 1888,	248 45	405 00	345 48	998 93
April, 1888,	248 45	375 00	215 17	838 62
May, 1888,	248 00	405 00	25 00	678 00
June, 1888,	251 62	390 00	319 73	961 35
July, 1888,	250 00	390 00	298 00	938 00
August, 1888,	249 00	405 00	339 27	993 27
September, 1888,	206 07	375 00	295 56	876 63
October, 1888,	236 00	405 00	175 00	816 00
November, 1888,	240 00	390 00	56 00	686 00
December, 1888,	269 88	390 00	2,397 51	3,057 39
Total,	\$2,944 80	\$4,710 00	\$5,216 80	\$12,871 60

RECAPITULATION.

Total passenger earnings for the year,	\$54,916 30
Total freight earnings for the year,	962,772 33
Total earnings from all other sources,	12,871 60
Total earnings for the year,	\$1,030,560 23
Total receipts from all sources on whole length of line,	\$1,030,569 23
Proportion of earnings in Pennsylvania to earnings of whole line, 36 per cent.,	371,200 71

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$3,000 00
Land or land damages,	45,122 03
Passenger and freight houses,	9,700 00
Total,	\$57,822 03
Proportion for Pennsylvania,	57,822 03

EXPENDITURES FOR OPERATING DURING THE YEAR.
CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$528 47	\$356 40	\$884 87
Agents and clerks,	4,298 36	12,895 09	17,193 45
Baggage masters, brakemen, conductors and train agents,	7,117 53	55,300 36	62,417 89
Car service,	3,271 00	52,558 52	55,829 52
Dispatchers,	1,000 00	2,600 00	3,600 00
Expenses of stations, except labor,	22 19	32 60	54 79
Labor at stations,	371 12	11,740 74	11,740 74
Lighting stations and heating,	474 59	202 75	573 87
Loss and damage,	2,761 10	680 44	1,155 03
Telegraph expenses,		9,137 40	11,898 50
Total,	\$19,844 36	\$145,504 30	\$165,348 66
MOTIVE POWER.			
Enginemen and firemen, passenger,	\$9,261 85		\$9,261 85
Enginemen and firemen, freight,		\$35,564 09	35,564 09
Engine rental,		696 38	696 38
Locomotives, repairs of,	3,411 93	29,737 16	33,149 09
Oil for locomotives, all supplies,	6,585 26	22,965 69	29,550 95
Tools and machinery, repairs of,		351 28	351 28
Total,	\$19,979 36	\$90,538 88	\$110,518 24

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MAINTENANCE OF WAY.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Bridges, repairs of,	\$1,434 82	\$5,739 30	\$7,174 12
Cross-ties,	3,293 22	13,172 90	16,466 12
Expenses on property,	2,095 00	8,376 00	10,471 00
Fences, repairs of,	1,108 38	4,433 52	5,541 90
Rails, steel,	3,399 93	13,599 72	16,999 65
Road-bed, repairs of, labor and material, . .	15,242 99	60,971 97	76,214 96
Tools and repairs of tools,		512 82	512 82
Watchmen,	3,010 00	12,040 97	15,050 97
Total,	\$29,584 34	\$118,847 20	\$148,431 54
MAINTENANCE OF CARS.			
Cars, repairs of freight,		\$104,597 22	\$104,597 22
Cars, repairs of passenger, baggage, express and postal,	\$6,806 53		6,806 53
Oil, tallow, waste, etc., all supplies,	2,169 78	8,663 86	10,833 64
Total,	\$8,976 31	\$113,261 08	\$122,237 39
GENERAL EXPENSES.			
Incidentals and legal expenses,	\$1,320 10	\$5,390 23	\$6,710 33
Office expenses, repairs and furniture, . . .		456 85	456 85
Stationery and blanks,	1,364 34	2,555 33	3,919 67
Taxes on real estate,	132 10	13,162 41	13,294 51
Insurance,		353 47	353 47
Rents payable,	679 20	2,716 34	3,395 54
Total,	\$3,495 74	\$24,634 63	\$28,130 37

EARNINGS—SUMMARY.

Passenger transportation, local, \$53,724.11; through, \$1,192.19; total,	\$54,916 30
Freight transportation, local, \$288,831.64; through, \$673,940.69; total,	962,772 33
Mail service, \$2,944.80; express service, \$4,710.00; total,	7,654 80
Miscellaneous,	5,216 80
Total,	\$1,030,560 23

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$19,814 36	\$145,504 30	\$165,348 66
Motive power,	19,979 36	90,538 88	110,518 24
Maintenance of way,	29,584 34	118,847 20	148,431 54
Maintenance of cars,	8,976 31	113,261 08	122,237 39
General expenses,	3,495 74	24,634 63	28,130 37
Total operating expenses,			\$574,666 20
Expenditures charged to cost of road, real estate and equipment during the year,			57,822 03
Total expenditures during the year,			\$632,488 23

Operating expenses, 55.76 per cent. of earnings,	\$15,906 16
Earnings per mile of road operated,	8,869 67
Expenses per mile of road operated,	
Net earnings,	\$7,036 49

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Cost of road and equipment,	\$6,087,680 18
Cash on hand,	1,176 52
Bills receivable,	111,143 30
Total,	\$6,200,000 00

GENERAL BALANCE SHEET, 1888—CONTINUED.

LIABILITIES.

Capital stock,	\$3,100,000 00
First mortgage bonds,	2,250,000 00
Second mortgage bonds,	850,000 00
Total,	<u>\$6,200,000 00</u>

EXPRESS COMPANIES.

Names of express companies that run on on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: American Express Company; \$15.00 per day.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and terms of service: The Postoffice Department fixes a rate per mile per annum, regulated by the weight, and paid quarterly; earnings for the year 1888, \$2,944.80.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: The Pittsburgh, McKeesport and Youghiogheny Railroad Company is guaranteed 6 per cent. on stock and bonds per annum, and shows as a fixed charge in this company's statement.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,			1	1	1	1
Employees,	2	23	1	7	3	30
Others,			2	20	2	20
Total,	2	23	4	28	6	51

PITTSBURGH AND NORTHERN RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
James Callery,	President,	Allegheny, Pa.
H. D. Campbell,	Secretary and Treasurer, . .	Allegheny, Pa.

DIRECTORS.

NAMES OF DIRECTORS	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John W. Chalfant, . . .	Allegheny, Pa.	L. Thomas,	Allegheny, Pa.
Wm. Semple,	Allegheny, Pa.	C. H. Coster,	New York, N. Y.
J. L. Kirk,	Allegheny, Pa.	A. J. Thomas,	New York, N. Y.
H. D. Campbell,	Allegheny, Pa.	H. W. Oliver, Jr., . . .	Pittsburgh, Pa.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road: Pittsburgh and Northern Railroad.

By whom operated: Pittsburgh and Western Railway Company.

By what authority: Ownership.

The general offices of the company are located at Allegheny, Pa.

For information concerning this report, address J. L. Kirk, Auditor, Pittsburgh and Western Railway Company, Allegheny, Pa.

CAPITAL STOCK.

Amount authorized by law,	\$150,000 00
Amount now paid in,	150,000 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Evergreen to Brookville,	1.00	1.00
LEASED ROADS.		
Evergreen Railway, from Bennett's to Brookville. length of road, . .	3.00	3.00
SUMMARY.		
Length of main line,	1.00	1.00
Length of leased roads,	3.00	3.00
Total length of all roads owned, leased and operated,	4.00	4.00
Length of sidings and other tracks not above enumerated,	0.10	0.10
Length of all tracks,	4.10	4.10

CHARACTERISTICS OF ROAD—CONTINUED.

GAUGE.

Gauge of lines, 3 ft.

TRACK.

Weight of rail per yard, { Steel, 60 lbs.
Iron, 28, 30 & 42 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . 3
Wooden trestles, number of, 3; aggregate length, 90 feet.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger,	1	1
Number of engine houses and shops owned by the company,	2	2
Number of fuel and water stations on main line,	2	2

EQUIPMENT.

Locomotives, 1
Passenger cars, first class, 1
Passenger cars, second-class, 1
Total passenger cars, 2
Freight cars, 8-wheel, 1

Train brake in use: Air brake.

Average number of cars in passenger trains, including mail, express
and baggage cars, 1

EMPLOYES.

Average number of persons regularly employed by company, in-
cluding officials, 10
Same in Pennsylvania, 10

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

December, 1887, \$201 82
January, 1888, 131 09
February, 1888, 121 04
March, 1888, 139 79
April, 1888, 147 65
May, 1888, 208 58
June, 1888, 192 73
July, 1888, 233 57
August, 1888, 419 09
September, 1888, 391 09
October, 1888, 400 37
November, 1888, 479 81
Total, \$3,066 64

FROM TRANSPORTATION OF FREIGHT.

March, 1888, \$28 00
April, 1888, 52 00
May, 1888, 104 00
June, 1888, 72 00

EARNINGS FOR THE YEAR—CONTINUED.

July, 1888,	\$32 00
August, 1888,	140 00
September, 1888,	128 00
October, 1888,	36 00
Total,	<u>\$592 00</u>

RECAPITULATION.

Total passenger earnings for the year,	\$3,066 64
Total freight earnings for the year,	592 00
Total earnings for the year,	<u>\$3,658 64</u>
Total receipts from all sources on whole length of line,	<u>\$3,658 64</u>

EARNINGS—SUMMARY.

Passenger transportation, local,	\$3,066 64
Freight transportation, local,	592 00
Total,	<u>\$3,658 64</u>

EXPENSES—SUMMARY.

Total expenditures during the year,	<u>\$6,420 40</u>
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PITTSBURGH, VIRGINIA AND CHARLESTON RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. N. DuBarry,	President,	Philadelphia, Pa.
D. P. Corwin,	Secretary and Treasurer, . .	Pittsburgh, Pa.
D. M. Watt,	Division Superintendent, . .	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
George B. Roberts, . . .	Philadelphia, Pa.	Henry D. Welsh,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.	D. A. Stewart,	Pittsburgh, Pa.
Wistar Morris,	Philadelphia, Pa.	Charles E. Speer,	Pittsburgh, Pa.
John P. Green,	Philadelphia, Pa.	John Scott,	Pittsburgh, Pa.
W. L. Elkins,	Philadelphia, Pa.	Joseph Walton,	Pittsburgh, Pa.
W. J. Howard,	Philadelphia, Pa.	George V. Lawrence, . .	Monongahela City.

Date of annual meeting for election of directors, first Tuesday in May.

GENERAL INFORMATION.

Name of road : Pittsburgh, Virginia and Charleston Railway.

By whom operated : Pennsylvania Railroad Company.

By what authority : Vote of stockholders.

With what other companies consolidated : Brownsville Railway Company and Pittsburgh and White Hall Railroad Company.

Dates of consolidation : April 20, 1880, and March 27, 1888.

The general offices of the company are located at Philadelphia, Pa.

For information concerning this report, address D. P. Corwin, Pittsburgh, Pa.

How are the passenger ears on your road heated, lighted and ventilated? Heated by coal; lighted by gas; ventilated same as Pennsylvania Railroad coaches.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered April 8, 1867; organized October 14, 1868, under title of Monongahela Valley Railroad Company. Supplements and acts as follows: March 31, 1868; April 22, 1879; March 3, 1870; April 16, 1870; May 9, 1871, and February 7, 1873. Title of company changed to Pittsburgh, Virginia and Charleston Railway Company on February 4, 1870. Line in operation to Monongahela City in 1873; line in operation to Brownsville in 1881; line in operation to Redstone Junction in 1882; line is 71 miles in length.

CAPITAL STOCK.

Amount authorized by law,	\$2,300,000 00
Amount authorized by votes of company,	2,300,000 00
Amount subscribed,	1,805,200 00
Amount now paid in, common,	1,805,200 00
Number of shares issued,	36,104
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due 1912; bear interest at 5 per cent., which is payable April 1 and October 1), amount,	\$3,000,000 00
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UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	10,000 00
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Total amount of funded and unfunded debt,	\$3,010,000 00
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Funded debt as per last report,	\$3,000,000 00
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Unfunded debt as per last report,	10,100 00
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Total cash realized from capital stock and debt,	4,805,200 00
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DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

Leased to the Pennsylvania Railroad Company. See their report.

PITTSBURGH AND WESTERN RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
James Callery,	President,	Allegheny, Pa.
A. J. Thomas,	Vice President,	New York, N. Y.
George Shiras, Jr.,	General Counsellor,	Pittsburgh, Pa.
H. D. Campbell,	Secretary and Treasurer,	Allegheny, Pa.
J. L. Kirk,	Auditor,	Allegheny, Pa.
Johns McCleve,	General Solicitor,	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
James Callery,	Allegheny, Pa.	M. K. Moorhead,	Pittsburgh, Pa.
John W. Chalfant,	Allegheny, Pa.	Solon Humphreys,	New York, N. Y.
Chas. H. Coster,	New York, N. Y.	Richard Brock,	Philadelphia, Pa.
Henry W. Oliver, Jr.,	Pittsburgh, Pa.	A. J. Thomas,	New York, N. Y.
William Semple,	Allegheny, Pa.		

Date of annual meeting for election of directors, first Monday in May.

GENERAL INFORMATION.

Name of road : Pittsburgh and Western Railway.

By whom operated : Pittsburgh and Western Railway Company.

The general offices of the company are located at Allegheny City, Pa.

For information concerning this report, address J. L. Kirk, Auditor, Pittsburgh and Western Railway Company, Allegheny, Pa.

CAPITAL STOCK.

Amount authorized by law,	\$12,000,000 00
Amount authorized by votes of company,	12,000,000 00
Amount subscribed,	12,000,000 00
Amount now paid in, common, \$7,000,000.00; special or preferred, \$5,000,000.00,	12,000,000 00
Number of shares issued,	240,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage Pittsburgh and Western Railway Company bonds (due 1907; bear interest at 4 per cent, which is payable January 1 and July 1), amount,	\$9,350,000 00
First mortgage P., N. C. and L. E. bonds (due 1898; bear interest at 7 per cent, which is payable June 1 and December 1), amount,	219,000 00
First mortgage Pittsburgh and Western Railroad Company bonds (due 1900; bear interest at 6 per cent, which is payable April 15 and October 15), amount,	81,000 00

DEBT—CONTINUED.

Real estate mortgage bonds (due various; bear interest at 6 per cent.), amount,	\$155,935 00
Total amount of funded debt,	\$9,805,935 00

UNFUNDED DEBT.

Unfunded debt, incurred for equipment,	480,868 61
Total amount of funded and unfunded debt,	\$10,286,803 61

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, { from Wood's Run to New Castle,	63.46	63.46
{ from Callery Junction to Mount Jewett,	137.83	137.86
BRANCHES.		
Duck Run Branch, from Duck Run Junction to Crowthers, length of road,	3.17	3.17
Clarion Branch, from Clarion Junction to Clarion, length of road,	6.20	6.20
Kane Branch, from Kane Junction to Kane, length of road, . . . . .	.70	.70
LEASED ROADS.		
Pittsburgh, Cleveland and Toledo Railroad, from New Castle Junction to Akron Junction, length of road,	77.20	9.95
Pittsburgh, Painesville and Fairport Railroad, from Niles, Ohio, to Fairport, Ohio, length of road,	53.00	.....
SUMMARY,		
Length of main line,	201.32	201.32
Length of branches owned by the company,	10.07	10.07
Length of leased roads,	130.20	9.95
Length of operated roads,	30.34	.....
Total length of all roads owned, leased and operated,	371.93	221.34
Length of sidings and other tracks not above enumerated,	72.16	46.34
Length of all tracks,	444.09	267.68

GAUGE.

Gauge of lines, Callery Junction to Mt. Jewett, 3 ft.; all other lines,	4 ft. 8 $\frac{3}{4}$ in.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	343.90	169.00
Miles of track laid with iron rail on lines owned, leased or operated,	100.19	98.60

Weight of rail per yard, { Steel,	40, 60 and 71 lbs
{ Iron,	35 to 40 lbs

TELEGRAPH LINES.

Western Union Telegraph Company.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	17
Wooden bridges, aggregate length,	1,261 feet
Iron bridges, aggregate length,	594 feet
Wooden trestles, aggregate length,	31,659 feet
Total length of bridges and trestles,	36,514 feet

CROSSINGS.

Railroads crossing at grade lines owned by the company in this Commonwealth
 Rolling Mill track, at Sharpsburg; West Penn Railroad, at Butler; Tionesta Valley
 Railroad, at Sheffield Junction.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth : Pittsburgh, Fort Wayne and Chicago Railroad, at Allegheny; Allegheny Valley Railroad, at Foxburg; Philadelphia and Erie Railroad, at Kane Junction.

Number of crossings of highways at grade, in this Commonwealth,	102
Number of crossings of highways over railroad,	9
Number of crossings of highways under railroad,	5
Number of crossings at which gates or flagmen are maintained, . .	3
Number of crossings at which there are neither gates nor flagmen, .	99

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line : Passenger 50 ; freight, 34 ; total, .	84	84
Number of stations on branches : Passenger, 2 ; freight, 2 ; total, .	3	3
Number of stations on leased roads : Passenger, 23 ; freight, 19 ; total, .	25	25
Number of engine houses and shops owned by the company,	7	7
Number of fuel and water stations on main line,	7	7
Number of fuel and water stations on branches,	5	5
Number of fuel and water stations on leased roads,	13	13
Number of tunnels on all lines owned by the company,	5	5
Aggregate length of tunnels,	1,741 ft.	1,741 ft.

Material of foundation upon which track is laid : Cinder, stone, gravel, ashes and earth.

EQUIPMENT.

Locomotives,	48
Passenger cars, first-class,	24
Baggage, mail and express cars,	4
Postal (letter and storage) and baggage cars, combined,	6
Freight cars, 8-wheel,	2,455
Cars, roadway department, 8-wheel,	4
Hand cars and hand trucks,	66

Train brake in use : Westinghouse air.

Average number of cars in passenger trains, including mail, express and baggage cars,	3
Average number of cars in freight trains,	24

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	386,508
Number of miles run by freight and coal trains,	485,216
Total number of miles run,	871,724

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

January, 1888,	\$16,936 96
February, 1888,	16,742 13
March, 1888,	20,759 31
April, 1888,	20,166 33
May, 1888,	20,576 12
June, 1888,	23,266 69
July, 1888,	29,959 17
August, 1888,	23,122 42
September, 1888,	29,079 94
October, 1888,	24,644 71
November, 1888,	23,644 71
December, 1888,	26,076 56
Total,	\$275,245 36

EARNINGS FOR THE YEAR—CONTINUED.
FROM TRANSPORTATION OF FREIGHT.

January, 1888,	\$74,098 93
February, 1888,	65,812 77
March, 1888,	54,715 42
April, 1888,	74,873 24
May, 1888,	80,226 20
June, 1888,	78,035 14
July, 1888,	69,212 63
August, 1888,	96,503 41
September, 1888,	78,817 23
October, 1888,	86,346 74
November, 1888,	83,626 03
December, 1888,	81,570 99
Total,	\$923,838 73

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888,	\$3,936 40	\$2,420 33	\$1,127 45	.....
February, 1888,	984 10	2,950 73	1,282 97	.....
March, 1888,	984 10	3,231 75	1,123 40	.....
April, 1888,	517 87	6,620 35	1,127 12	.....
May, 1888,	984 10	5,289 45	1,057 79	.....
June, 1888,	984 10	4,362 30	1,081 63	.....
July, 1888,	770 76	3,379 64	1,119 93	.....
August, 1888,	984 10	4,992 37	1,117 13	.....
September, 1888,	984 10	4,241 83	1,421 74	.....
October, 1888,	984 10	5,215 31	1,267 75	.....
November, 1888,	984 10	4,909 74	1,075 96	.....
December, 1888,	973 27	5,975 59	1,104 24	.....
Total,	\$14,071 10	\$53,589 39	\$13,907 11	\$81,567 60

RECAPITULATION.

Total passenger earnings for the year,	\$275,245 30
Total freight earnings for the year,	923,838 73
Total earnings from all other sources,	81,567 60
Total earnings for the year,	\$1,280,651 63
Proportion of earnings in Pennsylvania to earnings of whole line,	\$1,280,651 63

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Extension or alteration of road,	\$72,374 50
Land or land damages,	8,397 80
Passenger and freight houses,	1,029 60
New locomotives,	23,730 90
New passenger cars,	435 00
New freight cars (8-wheel),	325,023 20
New shops (machine and car), and engine-houses,	661 40
New machinery,	2,316 20
New wood and water stations (including water tanks),	353 40
Any other expenditures chargeable to this account,	26 90
Total,	\$434,349 80
Proportion for Pennsylvania,	\$434,349 80

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Advertising,	\$183 70
Agents,	62,659 67
Cars, cleaning,	4,755 80
Car furniture and fixtures,	5,265 65
Car service,	9,345 59
Conductors and train agents,	98,466 95
Express expenses,	13,600 42
Foreign agencies,	742 74
Heating stations,	1,284 09
Lighting stations,	1,404 30
Loss and damage,	2,119 26
Mail expenses,	410 00
Stationery and printing,	3,849 38
Stations, repairs of and furniture for,	9,289 64
Switchmen,	724 30
Taxes on stations,	278 08
Taxes, State,	18,088 65
Telegraph expenses,	13,142 65
Watchmen,	10,417 81
Wrecks, clearing,	1,301 20
Rentals, buildings, tracks and terminals,	39,797 56
Total,	<u>\$297,127 44</u>

MOTIVE POWER.

Enginemen and firemen, passengers,	\$73,919 74
Engine houses and machine shops, etc., repairs of,	1,397 30
Fuel for locomotives,	79,009 89
Incidentals,	7,808 87
Locomotives, repairs of,	61,797 26
Oil for locomotives,	1,713 50
Sand for locomotives,	1,045 58
Tallow for locomotives,	1,217 34
Tools and machinery, repairs of,	4,028 45
Waste for locomotives,	617 25
Water, wood and coal stations, expenses and repairs of,	3,349 29
Total,	<u>\$235,904 47</u>

MAINTENANCE OF WAY.

Ballast,	\$10,556 45
Bridges, repairs of,	100 00
Clerks,	12,460 48
Incidentals,	255 00
Rails, steel,	12,489 38
Road bed, repairs of, labor and material,	53,038 41
Snow and ice, removing,	1,639 49
Taxes on real estate for road,	6,026 19
Track repairing,	27,004 35
Total,	<u>\$123,579 75</u>

MAINTENANCE OF CARS.

Cars, repairs of freight,	\$69,994 09
Cars, repairs of passengers, baggage, express and postal,	12,059 97
Total,	<u>\$82,054 06</u>

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

GENERAL EXPENSES.

Advertising,	\$706 67
Clerks,	13,532 92
Incidentals and legal expenses,	5,184 37
Office expenses, repairs and furniture,	1,215 14
Salaries of president and other officers,	13,465 53
Stationery and blanks,	1,030 48
Total,	\$35,135 11

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$275,245 30
Freight transportation, local and through,	923,838 73
Mail service and express service,	67,660 49
Miscellaneous,	13,907 11
Total,	\$1,280,651 63

EXPENSES—SUMMARY.

Conducting transportation,	\$297,127 49
Motive power,	235,904 47
Maintenance of way,	123,579 74
Maintenance of cars,	82,054 00
General expenses,	35,135 11

Total operating expenses,	\$773,800 81
Expenditures charged to cost of road, real estate and equipment during the year,	434,349 33

Total expenditures during the year,	\$1,208,150 14
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Operating expenses, say 60 per cent. of earnings.

GENERAL BALANCE SHEET, 1888.

ASSETS.

Estate Pittsburgh and Western Railroad Company,	\$21,069,222 00
Additional equipment,	411,687 20
Construction,	114,423 30
P. C. and T. R. R., balance due on advances under lease,	377,901 30
P. P. and F. R. R., balance due on advances under lease,	30,256 60
P. and N. R. R., balance due on advances under lease,	45,250 70
Stocks and bonds of other companies,	500,000 00
Accounts receivable, materials and cash items,	515,790 70

\$23,064,532 70

LIABILITIES.

Capital stock,	\$12,000,000 00
Funded debt,	9,805,935 00
Lease warrants,	480,868 60
Current accounts payable,	554,089 30
Profit and loss account,	223,639 70

\$23,064,532 70

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Pittsburgh and Western express, owned by Pittsburgh and Western Railway Company.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates: Pullman Palace Car Company; usual mileage paid to Pullman Company.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	.....	.....	.....	1
Employees,	6	31	6	31
Others,	7	3	7	3
Total,	1	13	34	13	35

PITTSBURGH, YOUNGSTOWN AND ASHTABULA RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
John N. Hutchinson,	President,	Philadelphia, Pa.
Frank Semple,	Secretary,	Pittsburgh, Pa.
John E. Davidson,	Treasurer,	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John N. Hutchinson, .	Philadelphia, Pa.	Caleb B. Wick,	Youngstown, Ohio.
George B. Roberts, . .	Philadelphia, Pa.	W. S. Bonnell,	Youngstown, Ohio.
William Thaw,	Pittsburgh, Pa.	Jos. G. Butler, Jr., . .	Youngstown, Ohio.
J. N. McCullough, . . .	Pittsburgh, Pa.	H. L. Morrison,	Ashtabula, Ohio.
William Mullins,	Pittsburgh, Pa.	Amos C. Fisk,	Ashtabula, Ohio.
Thomas D. Messler, . . .	Pittsburgh, Pa.		

Date of annual meeting for election of directors, third Thursday in May.

GENERAL INFORMATION.

Name of road : Pittsburgh, Youngstown and Ashtabula Railroad.

By whom operated : Pennsylvania Company.

By what authority : Lease.

The general offices of the company are located at Pittsburgh, Pa.

For information concerning this report, address John E. Davidson, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

April 23, 1864, the Lawrence Railroad and Transportation Company was incorporated, and June 29, 1865, was consolidated with the Lawrence Railroad and Transportation Company of Ohio, thereby forming the Lawrence Railroad Company.

March 24, 1881, the New Brighton and New Castle Railroad Company was incorporated, and May 3, 1887, was consolidated with the Lawrence Railroad Company forming the Youngstown, Lawrence and Pittsburgh Railroad Company.

July 22, 1887, the Youngstown, Lawrence and Pittsburgh Railroad Company, and the Ashtabula, Niles and Youngstown Railroad Company (a corporation of the State of Ohio) were consolidated under the name of the Pittsburgh, Youngstown and Ashtabula Railroad Company.

Articles of consolidation filed with Secretary of State July 22, 1887.

CAPITAL STOCK.

Amount authorized by law,	\$4,000,000 00
Amount authorized by votes of company,	4,000,000 00
Amount subscribed,	3,033,341 50
Amount now paid in, common, \$1,333,341.58; special or preferred, \$1,700,000.00; total,	3,033,341 50
Number of shares issued,	60,574
Amount paid in on each share,	50 C
Par value of each share,	50 C

DEBT.

FUNDED DEBT.

Consolidated mortgage bonds (due November 1, 1927; bear interest at 5 per cent., which is payable May 1 and November 1), amount, .	\$962,000 00
First mortgage A. and P. R'y Co. bonds (due August 1, 1908; bear interest at 6 per cent., which is payable February 1 and August 1), amount,	1,500,000 00
First mortgage L. R. R. Co. bonds (due August 1, 1895; bear interest at 7 per cent., which is payable February 1 and August 1), amount,	310,000 00
Total amount of funded debt,	\$2,772,000 00
Funded debt as per last report,	\$2,685,000 00
Total realized from capital stock and debt,	5,801,341 58

COST.

Cost of roads owned to December 31, 1887,	\$5,731,307 20
Cost of additions for the year ending December 31, 1888,	70,585 69
Total cost of roads owned to date,	5,801,892 89
Average of same per mile of road laid,	47,525 34
Average of same per mile of single track,	37,935 74
Proportion of same for Pennsylvania (21.90 miles),	1,040,804 95
Cost of equipment owned to December 31, 1887,	232,335 00
Cost of equipment additions for the year ending December 31, 1888,	232,335 00
Total cost of equipment owned,	232,335 00
Average cost of equipment per mile of road owned by the company,	1,903 13
Proportion of same for Pennsylvania,	41,678 55
Cost of road and equipment per mile (of road owned by company),	49,428 47
Total cost of roads and equipment,	6,034,227 89
Proportion of same for Pennsylvania,	1,082,483 49

CHARACTERISTICS OF ROAD.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Freight cars, 8-wheel (34 of these are dump cars in use on docks at Ashtabula harbor),	634	\$383 11
Hand cars and hand trucks,	73	45 00

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Extension or alteration of road,	\$67,280 82
Passenger and freight houses,	3,304 87
New freight cars (8-wheel), number of, 618,	232,335 00
Total,	\$302,920 69
Proportion for Pennsylvania,	42,382 85

EXPENSES—SUMMARY.

Expenditures charged to cost of road, real estate and equipment during the year,	\$302,920 69
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GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of road and equipment,	\$6,034,227 89
Cash,	
{ On deposit in New York and Philadelphia	
to pay interest,	\$46,475 00
{ On deposit in Pittsburgh,	9,036 44
	55,511 44

GENERAL BALANCE SHEET—CONTINUED.

Due by lessee,	\$348,826 53	
Less amount due to lessee for betterments,	209,820 69	\$139,005 84
Total,		\$6,228,745 17

LIABILITIES.

Capital stock,		\$3,033,341 58
Funded debt,	\$3,135,000 00	
Less amount in construction fund unissued,	363,000 00	2,772,000 00
Interest due on funded debt,		46,475 58
Fund for improvement of property,		3,898 72
Miscellaneous,		666 00
Profit and loss,		372,363 87
Total,		\$6,228,745 17

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: February 28, 3½ per cent. on preferred stock; September 8, 3½ per cent. on preferred stock.

Paid in dividends, cash,	\$118,989 50
Balance for the year, or surplus,	97,246 60
Surplus at commencement of the year,	275,117 20
Total surplus,	\$372,363 87

Surplus invested as follows:

Cash and loans,	\$4,471 70
Balance of accounts due company,	139,005 80
Other items, equipment and additions to railroad,	228,886 30

PITTSBURGH, YOUNGSTOWN AND ASHTABULA RAILROAD,
PENNSYLVANIA COMPANY OPERATING.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS PENNSYLVANIA COMPANY.

NAMES.	OFFICES.	RESIDENCES.
Geo. B. Roberts. . . .	President,	Philadelphia, Pa.
J. N. McCullough,	First Vice President,	Pittsburgh, Pa.
Wm. Thaw,	Second Vice President,	Pittsburgh, Pa.
Thos. D. Messler,	Third Vice President and Comptroller,	Pittsburgh, Pa.
James McCrea,	Fourth Vice President and General Manager,	Pittsburgh, Pa.
S. B. Liggett,	Secretary,	Pittsburgh, Pa.
S. W. White,	Assistant Secretary,	Philadelphia, Pa.
John E. Davidson,	Treasurer,	Pittsburgh, Pa.
John W. Renner,	Assistant Comptroller,	Pittsburgh, Pa.
J. T. Brooks,	General Counsel,	Pittsburgh, Pa.
F. Slataper,	Chief Engineer,	Pittsburgh, Pa.
E. B. Taylor,	General Superintendent,	Pittsburgh, Pa.
Jos. Wood,	General Superintendent of Transportation,	Pittsburgh, Pa.
J. M. Kimball,	Division Superintendent,	Lawrence J't'n, Pa.
Wm. Stewart,	General Freight Agent,	Pittsburgh, Pa.
E. A. Ford,	General Passenger and Ticket Agent,	Pittsburgh, Pa.

DIRECTORS.

See lessor company's report.

GENERAL INFORMATION.

Name of road : Pittsburgh, Youngstown and Ashtabula Railroad.
By whom operated : Pennsylvania Company.
By what authority : Lease.
The general offices of the company are located at Pittsburgh, Pa.
For information concerning this report, address Thomas D. Messler, Vice President, Pittsburgh, Pa.

How are the passenger cars on your road heated, lighted and ventilated ? Heated with stoves having reservoirs in bottom ; also with Baker heaters suspended from bottoms of cars. Lighted with lamps containing mineral oil, 300° fire test. Ventilated through ventilators placed in decks of cars.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, { from Kenwood, Pa., to Wampum Junction, Pa., from Lawrence Junction, Pa., to Ashtabula Harbor, Ohio,	12.54	12.54
	80.58	9.36
	93.12	21.90
Length of single main track,		
BRANCHES.		
Canfield branch, from Canfield Junction to Foster coal bank, Ohio, length of road,	4.06	.....
Alliance branch, from Niles, Ohio, to Alliance Junction, Ohio, length of road.	24.90	.....
SUMMARY.		
Length of main line,	93.12	21.90
Length of branches owned by the company,	28.96	.....
Total length of all roads owned, leased and operated,	122.08	21.90
Length of sidings and other tracks not above enumerated,	35.28	6.90
Length of all tracks,	157.36	28.80

CHARACTERISTICS OF ROAD—CONTINUED.

Gauge of lines, 4 ft. 9 ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, main tracks,	93.12	21.90
Miles of track laid with iron rail on lines owned, leased or operated,	28.96	.....
	122.08	.....

Weight of rail per yard, { Steel, 60 lbs.
 { Iron, 60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 117 ; in Pennsylvania, 22
Number of miles of wire, 228 ; in Pennsylvania, 41

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, in Pennsylvania, 20
Wooden bridges, number of, 1 ; length, 471 feet.
Iron bridges, number of, 6 ; aggregate length, 826 feet.
Wooden trestles, number of, 13 ; aggregate length, 2,615 feet.
Total length of bridges and trestles, 3,912 feet.

CROSSINGS.

Railroads crossing lines owned by the company, either over or under grade, in this Commonwealth: Pittsburgh and Lake Erie railroad at Wampun (under grade).
Number of crossings of highways at grade, in this Commonwealth, 12
Number of crossings of highways over railroad, 1
Number of crossings of highways under railroad, 1
Number of crossings at which there are neither gates nor flagmen, 12

Statement of regulations governing employ es in regard to these crossings : Whistle, two long and two short blasts. Bell is rung one quarter mile from crossings and continued until crossings are passed.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 21 ; freight, 23,	26	6
Number of stations on branches, passenger, 6 ; freight, 5,	6	.....
Number of engine houses and shops owned by the company,	5	.....
Number of fuel and water stations on main line,	9	.....
Number of fuel and water stations on branches,	1	.....

Material of foundation upon which track is laid : Broken sandstone and furnace cinder.

EQUIPMENT.

The equipment, other than the 707 cars reported herein, is furnished by Pennsylvania Company, operating.
Freight cars, 8-wheel, 63
Hand cars and hand trucks, 7

Train brake in use : Westinghouse automatic air brake on passenger trains ; ordinary hand brake on freight cars.
Average number of cars in passenger trains, including mail, express and baggage cars,

CHARACTERISTICS OF ROAD—CONTINUED.

Average number of cars in freight trains,	35
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	125
Average weight of freight trains, including locomotive and tender, in working order, in tons,	420

EMPLOYEES.

Average number of persons regularly employed by company, includ- ing officials,	490
Same in Pennsylvania,	100

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	211,879
Number of miles run by freight and coal trains,	417,868
Total number of miles run,	629,747
Number of passengers carried one mile in Pennsylvania,	1,393,377
Net cost per mile for each passenger carried,	2.14 cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	1,371,139
Number of tons of 2,000 pounds of local freight for the year,	1,446,425
Number of tons of freight carried one mile,	126,499,077
Number of tons of freight carried one mile in Pennsylvania,	22,692,780
Gross amount of tonnage for the year (2,000 pounds per ton),	2,817,564
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour),	27
Average rate of speed adopted by express trains, including stops (miles per hour),	30
Average rate of speed adopted by freight trains, including stops (miles per hour),	15

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Grain,	7,547	Other articles,	2,454
Flour,	1,543	Petroleum and its products,	2,236
Other mill products,	3,300	Other oils,	323
Hay,	1,252	Sugar,	473
Tobacco,	185	Naval stores,	164
Cotton,	5	Iron—pig and bloom,	237,468
Fruits and vegetables,	8,546	Iron and steel rails,	5,680
Other articles,	1,161	Castings and machinery,	33,203
Live stock,	7,616	Bar and sheet metal,	36,044
Dressed meats,	110	Cement and brick,	16,627
Other packing-house products,	188	Leather,	306
Poultry, game and fish,	258	Lime,	1,440
Wool,	438	Agricultural implements,	282
Hides,	255	Wagons, carriages, tools, etc.,	574
Other articles,	5,454	Wines, liquors and beers,	1,011
Anthracite coal,	2,865	Household goods and furniture,	3,617
Bituminous coal,	691,111	Merchandise,	8,586
Coke,	339,766	Other articles,	35,568
Ores,	853,366	Miscellaneous,	75,340
Stone, sand and like articles,	389,883		
Other articles,	6,673		2,817,564
Lumber,	34,646		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, per ton per mile, . . . . .	.62 cents.
For local freight, per ton per mile, . . . . .	.85 cents.

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
January, 1888,	15,482	265,987	\$2,212 48
February, 1888,	15,623	263,137	7,180 78
March, 1888,	19,234	327,362	8,309 11
April, 1888,	18,188	346,479	8,605 89
May, 1888,	21,863	362,203	8,977 44
June, 1888,	49,839	713,367	11,197 62
July, 1888,	59,710	752,507	12,615 41
August, 1888,	52,838	720,523	13,398 26
September, 1888,	32,630	529,015	11,230 03
October, 1888,	22,149	380,618	9,712 72
November, 1888,	20,743	342,320	8,537 86
December, 1888,	23,602	392,005	10,161 77
Total,	351,901	5,395,523	\$117,139 37

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS
FOLLOWS:

For first-class way passengers, 2.12 cents.

EARNINGS FOR THE YEAR—CONTINUED.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888, . . .	445	5,248	\$37 61	144,633	6,160,362	\$56,624 49	145,078	6,165,610	\$56,662 10
February, 1888, . . .	323	3,877	29 25	172,132	7,649,167	65,817 47	172,455	7,653,044	65,846 72
March, 1888, . . .	209	2,514	21 28	154,992	6,194,988	55,671 15	155,201	6,197,502	55,692 43
April, 1888, . . .	238	2,865	24 31	144,448	5,263,805	47,773 45	144,686	5,266,670	47,797 76
May, 1888, . . .	198	2,376	17 64	222,164	10,646,919	80,756 75	222,362	10,649,295	80,774 39
June, 1888, . . .	293	3,507	27 73	256,980	14,272,884	95,604 97	257,273	14,276,391	95,632 70
July, 1888, . . .	223,159	13,493,143	80,607 82	40,367	728,753	10,813 47	263,526	14,221,896	91,421 29
August, 1888, . . .	269,340	15,113,151	88,280 85	51,909	1,064,177	13,646 96	321,249	16,177,328	101,927 81
September, 1888, . . .	235,011	11,574,524	69,697 40	54,063	1,189,645	14,142 31	289,074	12,764,169	83,839 71
October, 1888, . . .	220,602	9,069,321	61,053 52	69,925	1,449,615	17,177 20	290,527	10,518,936	78,230 72
November, 1888, . . .	226,247	10,531,948	69,047 34	65,907	1,385,669	16,221 65	292,154	11,917,617	85,268 99
December, 1888, . . .	195,074	9,412,649	58,298 11	68,905	1,277,370	15,099 45	263,979	10,690,619	73,377 56
Total,	1,371,1	69,215,123	\$427,142 86	1,446,425	57,283,954	\$489,329 32	2,817,564	123,499,077	\$916,472 18

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888,	\$466 23	\$548 71	\$1,952 75	\$2,967 69
February, 1888,	466 23	452 60	2,486 72	3,405 55
March, 1888,	466 23	550 76	1,902 12	2,919 11
April, 1888,	466 23	539 38	1,307 29	2,312 90
May, 1888,	466 23	617 24	2,100 11	3,483 58
June, 1888,	466 23	583 47	2,797 01	3,846 71
July, 1888,	466 23	541 75	5,020 73	6,028 71
August, 1888,	466 23	596 87	4,810 33	5,773 43
September, 1888,	501 20	563 78	3,669 97	4,734 95
October, 1888,	596 66	609 73	2,552 47	3,758 86
November, 1888,	501 20	623 22	3,675 62	4,800 04
December, 1888,	501 21	807 40	3,637 01	4,945 62
Total,	\$5,830 11	\$6,934 91	\$36,212 13	\$48,977 15

RECAPITULATION.

Total passenger earnings for the year,	\$117,139 37
Total freight earnings for the year,	916,472 18
Total earnings from all other sources,	48,977 15
Total earnings for the year,	\$1,082,588 70
Total receipts from all sources on whole length of line,	\$1,082,588 70
Proportion of earnings in Pennsylvania to earnings of whole line,	194,206 30

EXPENDITURES FOR OPERATING DURING THE YEAR.
CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$821 19		\$821 19
Agents,	4,759 24	10,770 13	15,529 37
Baggage masters,	2,645 66		2,645 66
Brakemen,	3,298 73	43,464 36	46,763 09
Cars, cleaning,	1,323 80		1,323 80
Cars, oil, tallow and waste,	123 43	837 31	1,960 74
Cars, incidental supplies of,	245 28	461 40	706 68
Clerks,	1,329 95	11,797 88	13,127 83
Conductors,	4,671 51	22,966 52	27,638 03
Damage to property, including stock killed,	279 18	1,154 39	1,433 57
Dispatchers,	650 56	4,597 38	5,247 94
Docks, dredging and cleaning,		3,955 52	3,955 52
Drayage,	16 25	28 65	44 90
Expenses of stations, except labor,	72 47	151 45	223 92
Expenses Union line,		361 49	361 49
Foreign agencies,		462 74	462 74
Heating cars,	283 46		283 46
Heating stations,	176 44	388 14	564 58
Incidentals,	167 78	284 15	451 93
Injuries to individuals,	954 48	1,321 46	2,275 94
Insurance,	97 85	1 36	99 21
Labor at stations,	1,723 18	7,379 62	9,102 80
Legal expenses,	567 93	15 01	582 94
Lighting cars,	206 18		206 18
Lighting stations,	152 83	334 45	487 28
Loss and damage,	50 00	580 56	630 56
Mail expenses,	401 73		401 73
Stationery and printing,	1,170 30	2,766 64	3,936 94
Stations, repairs of and furniture for,	2,899 83	5,484 28	8,384 11
Superintendents,	559 62	2,711 93	3,271 55
Supplies for train men,	415 02	909 43	1,324 45
Switching and track service,		15,458 79	15,458 79
Signals,	127 91	252 16	380 07
Telegraph expenses,	3,399 92	7,885 69	11,285 61
Watchmen,	1,292 94	2,540 84	3,833 78
Wrecks, clearing,	37 17	1,146 57	1,183 74
Total,	\$34,921 82	\$151,470 30	\$186,392 12

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.
MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemen and firemen,	\$13,058 64	\$51,958 40	\$65,017 04
Engine houses and machine shops, etc, re- pairs of,	223 21	892 85	1,116 06
Fuel for locomotives,	8,468 40	33,938 35	42,406 75
Heating and lighting,	134 02	536 10	670 12
Incidentals,	57 09	228 37	285 46
Laborers,	754 72	3,018 88	3,773 60
Locomotive furniture and fixtures,	139 02	556 09	695 11
Locomotives, repairs of,	10,407 70	40,694 51	51,102 21
Oil for locomotives and tallow and waste, . .	1,033 95	3,414 87	4,448 82
Sand for locomotives,	117 08	468 30	585 38
Stationery and printing,	36 28	145 14	181 42
Superintendence,	56 39	225 58	281 97
Tools and machiuary, repairs of,	68 48	273 94	342 42
Watchmen,	334 02	1,336 08	1,670 10
Water, wood and coal stations, expenses and repairs of,	2,002 95	8,011 78	10,014 73
Total,	\$36,891 95	\$145,699 24	\$182,591 19
MAINTENANCE OF WAY.			
Ballast,	\$89 46	\$336 54	\$426 00
Bridges, repairs of,	4,232 37	15,921 75	20,154 12
Cars, repairs of (in M. of W. service),	105 10	395 38	500 48
Clerks,	203 73	766 39	970 12
Cross-ties,	5,464 39	20,556 52	26,020 91
Cattle guards and road crossings,	351 24	1,321 35	1,672 59
Fences,	765 66	2,880 32	3,645 98
Foremen, tool and watch-houses, repairs of, .	34 56	130 05	164 61
Frogs,	306 74	1,153 95	1,460 69
Incidentals,	81 62	307 04	388 66
Joints,	712 07	2,678 72	3,390 79
Litigation, cost of,	207 10	779 09	986 19
Oil, tallow, waste, etc.,	61 71	232 17	293 88
Rails, iron,	1,141 56	4,294 45	5,436 01
Rails, steel,	2,331 51	8,770 91	11,102 42
Road-bed, repairs of, labor and material, . .	3,435 74	12,924 91	16,360 65
Snow and ice, removing,	332 16	1,249 55	1,581 71
Spikes,	223 56	841 00	1,064 56
Stationery and printing,	8 79	33 09	41 88
Superintendents and supervisors,	733 32	2,758 68	3,492 00
Switches,	906 14	3,408 81	4,314 95
Tools and repairs of tools,	411 55	1,548 22	1,959 77
Track, repairing,	9,669 76	36,376 70	46,046 46
Watchmen,	363 28	1,366 61	1,729 89
Total,	\$32,173 12	\$121,032 20	\$153,205 32
MAINTENANCE OF CARS.			
Car shops and sheds, repairs of,	\$0 82	\$81 17	\$81 99
Cars, repairs of freight,		38,392 82	38,392 82
Cars, repairs of passenger, baggage, express and postal,	431 94		431 94
Fuel for heating,		25	25
Incidentals,	80	79 35	80 15
Laborers,	7 40	732 73	740 13
Superintendence,	2 78	274 85	277 63
Tools and repairs of tools,	2 39	236 31	238 70
Total,	\$446 13	\$39,797 48	\$40,243 61
GENERAL EXPENSES.			
Attendants,	\$48 37	\$206 21	\$254 58
Clerks,	865 37	3,689 20	4,554 57
Fuel and light,	46 31	197 44	243 75
Incidentals,	679 98	2,898 87	3,578 85
Law department, salaries and fees,	385 35	1,642 81	2,028 16
Office expenses, repairs and furniture, . . .	103 01	439 15	542 16
Real estate, expenses of,	35 98	153 40	189 38
Rent of property,	11 40	48 60	60 00
Salaries of president and other officers, . . .	720 54	3,071 76	3,792 30
Stationery and blanks,	738 88	3,149 94	3,888 82
Taxes on real estate,	4,118 45	17,557 62	21,676 07
Total,	\$7,753 64	\$33,055 00	\$40,808 64

EARNINGS—SUMMARY.

Passenger transportation, local,	\$117,139 37
Freight transportation, local, \$489,329.32; through, \$427,142.86; total,	916,472 18
Mail service, \$5,830.11; express service, \$6,934.91; total,	12,765 02
Miscellaneous,	36,212 13
Total,	<u>\$1,082,588 70</u>

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$34,921 82	\$151,470 30	\$186,392 12
Motive power,	36,891 95	145,699 24	182,591 19
Maintenance of way,	32,173 12	121,032 20	153,205 32
Maintenance of cars,	446 13	39,797 48	40,243 61
General expenses,	7,753 64	33,055 00	40,808 64
Total operating expenses,			<u>\$603,240 88</u>

Operating expenses, 55.722 per cent. of earnings.

Earnings per mile of road operated,	\$8,867 87
Expenses per mile of road operated,	4,941 35

Net earnings,	<u>\$3,926 52</u>
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EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express Company 40 per cent. of gross receipts from general merchandise and money business; 70 per cent. of gross receipts from oyster business. Cars are furnished and kept in repair by the Pennsylvania Company.

TRANSPORTATION COMPANIES.

Names of freight transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: None other than those owned or controlled by the Pennsylvania Company.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation and if so, in what particular? The cars of the transportation line operating over this company's road are given no preference in any particular.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either by abatement, drawback, or otherwise? If so, state the reasons therefor. No.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates: Pullman's Palace Car Company. The Pennsylvania Company keeps up repairs of cars exclusive of upholstery and bedding. The Pullman's Palace Car Company make their own charges.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of mails, and the terms of service: \$5,830.11 per annum.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employees,	9	.....	5	.....	14
Others,	1	1	1	1	2
Total,	10	1	6	1	16

See lessor company's report.

PLYMOUTH RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 10, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Winfield S. Wilson,	President,	Chester county, Pa.
William W. Stephens,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
James Boyd,	Norristown, Pa.	I. V. Williamson,	Philadelphia, Pa.
John Slingluff,	Norristown, Pa.	Edwin Swift,	Philadelphia, Pa.
George W. Longaker,	Norristown, Pa.	Richard Dale,	Philadelphia, Pa.

Date of annual meeting for election of directors, December 10, 1888.

GENERAL INFORMATION.

Name of road : Plymouth Railroad.

By whom operated : The Philadelphia and Reading Railroad Company.

By what authority : By lease November 10, 1870.

The general offices of the company are located at No. 12 Philadelphia Exchange, Penn'a.

For information concerning this report, address William W. Stephens, Secretary and Treasurer of Plymouth Railroad Company, No. 12 Philadelphia Exchange.

How are the passenger cars on your road heated, lighted and ventilated? See report of the Philadelphia and Reading Railroad Company.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Plymouth Railroad was built by the Philadelphia, Germantown and Norristown Railroad Company in the year 1866.

CAPITAL STOCK.

Amount authorized by law,	\$30,000 00
Amount authorized by votes of company,	30,000 00
Amount subscribed, uncertain but supposed,	30,000 00
Amount now paid in, common, as registered,	12,050 00
Number of shares issued,	241
Amount paid in on each share,	50 00
Par value of each share,	50 00

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

The Plymouth Railroad (as a branch of the Philadelphia, Germantown and Norristown Railroad Company) was leased to the Philadelphia and Reading Railroad Company on the 10th day of November, 1870. All questions unanswered in this report should be returned by the lessees.

CHARACTERISTICS OF ROAD.

MAIN LINE.	
Length of main line, from Conshohocken to Oreland,	9.25 miles.
SUMMARY.	
Length of main line,	9.25 miles.
GAUGE.	
Gauge of lines,	4 ft. 8½ ins.

CROSSINGS.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth : Pennsylvania Schuylkill Valley Railroad, at Conshohocken, Pa. (over).

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Plymouth Railroad Company,	\$286,545 19
LIABILITIES.	
Capital stock,	\$12,050 00
Philadelphia, Germantown and Norristown Railroad Company, . .	274,495 19
	\$286,545 19

POINT BREEZE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
William G. Warden,	President,	Philadelphia.
Henry L. Davis,	Secretary and Treasurer, . .	

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Norris W. Harkness, . .	Philadelphia.	William G. Brown, . . .	Philadelphia.
Henry L. Davis, . . .	Philadelphia.	Thornton Pike (dec'd), .	Lower Mayfield twp. Bucks Co., Pa.
Edward P. Cooper, . . .	Philadelphia.		
Charles N. Quarels, . . .	Philadelphia.		

GENERAL INFORMATION.

Name of road ; Point Breeze Railroad.

By whom operated : Road never built.

The general offices of the company are located at south-east corner Fourth and Chestnut street, Philadelphia, Pa.

For information concerning this report, address Henry L. Davis, Secretary and Treasurer.

CAPITAL STOCK.

Amount authorized by law,	\$18,000 00
Amount subscribed,	7,200 00
Number of shares issued,	360
Amount paid in on each share issued,	20 00
Par value of each share,	50 00

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Taxes, State,	\$21 60
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GENERAL BALANCE SHEET, 1888.

ASSETS.

Land account,	\$4,552 8
Expenses,	1,031 8
Atlantic Refining Company,	412 2
Profit and loss,	1,203 0
	\$7,200 0

LIABILITIES.

Capital stock paid up,	\$7,200 0
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STOCK AND DIVIDENDS.

Cash and loans,	\$412 2
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POMEROY AND NEWARK RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
W. H. Wilson,	President,	Philadelphia, Pa.
James R. McClure,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
W. H. Wilson,	Philadelphia, Pa.	Wistar Morris,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.	N. P. Shortridge,	Wyunewood, Pa.
J. N. DuBarry,	Philadelphia, Pa.	Vacancy.	
Henry D. Welsh,	Philadelphia, Pa.		

Date of annual meeting for election of directors, first Monday of May.

GENERAL INFORMATION.

Name of road : Pomeroy and Newark Railroad.

By whom operated : Pennsylvania Railroad Company.

By what authority : Under lease of January 11, 1882.

The general offices of the company are located at No. 233 South Fourth street, Philadelphia, Pa.

For information concerning this report, address James R. McClure, Secretary and Treasurer, No. 233 South Fourth street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Doe Run and White Clay Creek Railroad Company was organized under an act of the General Assembly of Pennsylvania March 24, 1868. The name of the Doe Run and White Clay Creek Railroad Company was changed by an act of April 20, 1869, to that of the Pennsylvania and Delaware Railway Company. The Pennsylvania and Delaware Railway Company was consolidated and merged into and with the Delaware and Pennsylvania Railway Company, a corporation organized under the laws of the State of Delaware of February 26, 1857. The said merger and consolidation having been made in pursuance of authority in the said companies vested by the laws of the States of Pennsylvania and Delaware, under a joint agreement dated March 17, 1873, and filed with the Secretary of the Commonwealth of Pennsylvania May 3, 1873; the said two companies so consolidated was styled the Pennsylvania and Delaware Railway Company. The Pennsylvania and Delaware Railway was sold under foreclosure of mortgage August 12, 1879, and confirmed by the court October 25, 1879. On February 5, 1880, in pursuance of the act of Assembly of April 8, 1861, and its supplements, there was organized a new corporation and corporate of the State of Pennsylvania, extending from Pomeroy, Chester county, Pa., to the boundary lines between said State and the State of Delaware, at the point of intersection therewith by the line of railroad heretofore known as the Pennsylvania and Delaware Railway. The new corporation so organized was styled the Pomeroy and State Line Railroad Company, and a copy of the reorganization filed with the

Secretary of the Commonwealth of Pennsylvania February 26, 1880. At the same time a new corporation was organized, entitled the Newark and Delaware City Railroad Company, for the portion of the railroad lying and being in the State of Delaware. The Pomeroy and State Line Railroad Company, and the portion of the Newark and Delaware City Railroad Company north of the Philadelphia, Wilmington and Baltimore Railroad, were merged and consolidated into the Pomeroy and Newark Railroad Company, under articles of consolidation and merger dated December 2, 1881, copies of which were filed with the Secretary of the Commonwealth of Pennsylvania December 29, 1881, and with the Secretary of the State of Delaware December 3, 1881.

CAPITAL STOCK.

Amount authorized by law,	\$500,000 00
Amount authorized by votes of company,	500,000 00
Amount subscribed,	500,000 00
Amount now paid in, common,	500,000 00
Number of shares issued, 10,000	
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Debt incurred for any other purpose, and for what: Due lessee for operating road,	\$96,285 20
Total amount of unfunded debt,	96,285 20
Unfunded debt as per last report,	79,008 09
Total cash realized from capital stock and debt,	500,000 00

COST.

Cost of roads owned to December 31, 1887,	\$502,056 25
Total cost of roads owned to date,	502,056 25
Total cost of roads,	502,056 25
Proportion of same for Pennsylvania,	502,056 25

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pomeroy, Pa., to Newark, Del.,	26.70	21.66
Length of single main track,	26.70	21.66
SUMMARY.		
Length of main line,	26.70	21.66
Total length of all roads owned, leased and operated,	26.70	21.66
Length of sidings and other tracks not above enumerated,	1.51	1.31
Length of all tracks,	28.21	22.97

GAUGE.

Gauge of lines,	4 ft. 9 ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	4.84	3.77
Miles of track laid with iron rail on lines owned, leased or operated,	23.37	19.20

Weight of rail per yard, { Steel,	67 lbs.
{ Iron,	52, 56 and 67 lbs.

CHARACTERISTICS OF ROAD—CONTINUED.

TELEGRAPH LINES.

Length of lines in miles, 26.7; in Pennsylvania,	21.66
Number of miles of wire, 26.7; in Pennsylvania,	21.66

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	106
Wooden bridges, number of, 68; aggregate length,	1,497 feet.
Wooden trestles, number of, 38; aggregate length,	5,914 feet.
Total length of bridges and trestles,	7,411 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth :
Philadelphia Baltimore Central Railroad, at Avondale, Pa.

Number of crossings of highways at grade, in this Commonwealth,	54
Number of crossings of highways over railroad,	6
Number of crossings of highways under railroad,	6
Number of grade crossings at which there are neither gates nor flagmen,	54

Statement of regulations governing employes in regard to these crossings: Flagmen and gatemen at the approach of trains must give timely warning to all persons approaching crossings, and whistles should be sounded one-fourth mile from crossing and bell rung until crossing is passed.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 9; freight, 11,	11	10
Number of fuel and water stations on main line,	2	2

Material of foundation upon which track is laid: Stone and gravel ballast and white oak ties.

EQUIPMENT.

The Pomeroy and Newark Railroad is leased to the Pennsylvania Railroad Company for the term of 99 years from and after the first day of March, 1880, to whom you are referred for information relative to the operation of the road.

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Construction,	\$502,056 25
Cash,	4 35
Profit and loss,	94,224 60
	<u>\$596,285 20</u>
LIABILITIES.	
Capital stock,	\$500,000 00
Unfunded debt,	96,285 20
	<u>\$596,285 20</u>

READING AND COLUMBIA RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Austin Corbin,	President,	Philadelphia.
A. A. McLeod,	Vice President,	Philadelphia.
Howard Hancock,	Secretary,	Philadelphia.
John Welch,	Treasurer,	Philadelphia.
A. M. Wilson,	Superintendent,	Columbia.

DIRECTORS. (Elected January 14, 1889.)

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
George deB. Keim, . . .	Philadelphia, Pa.	George F. Baer,	Reading, Pa.
S. A. Caldwell,	Philadelphia, Pa.	Thomas Baumgardner,	Lancaster, Pa.
A. A. McLeod,	Philadelphia, Pa.	Wm. Latimer Small,	York, Pa.
A. J. Antelo,	Philadelphia, Pa.	Benj. F. Hiestand, . . .	Marietta, Pa.
Thomas Cochran,	Philadelphia, Pa.	Paris Haldeman, . . .	Chickies, Pa.
J. N. Hutchinson,	Philadelphia, Pa.	Adam R. Royer,	Denver, Pa.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road: Reading and Columbia Railroad.

The general offices of the company are located at 227 South Fourth street, Philadelphia.

For information concerning this report, address John Welch, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Reading and Columbia Railroad Company. Chartered May 19, 1857.

CAPITAL STOCK.

Amount authorized by law, unlimited.

Amount authorized by votes of company, \$1,050,000 00

Amount subscribed, 961,500 00

Amount now paid in, common, 958,268 09

Number of shares issued, full paid, 19,144

Amount paid in on each share issued, 50 00

Par value of each share, 50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due March 1, 1912; bear interest at 5 per cent., which is payable March and September), amount, \$650,000 00

Second mortgage bonds (due June 1, 1904; bear interest at 5 per cent., which is payable June and December), amount, 350,000 00

Debenture bonds (due December 1, 1917; bear interest at 6 per cent., which is payable June and December), amount, 1,000,000 00

Real estate bonds, amount, 12,166 67

Total amount of funded debt, \$2,012,166 67

DEBT—CONTINUED.

UNFUNDED DEBT.

Total amount of unfunded debt,	\$187,550 69
Total amount of funded and unfunded debt,	\$2,199,717 36
Funded debt as per last report,	\$2,014,166 67
Unfunded debt as per last report,	178,743 52

COST.

Total cost of roads owned to date,	\$2,189,327 34
Average of same per mile of road laid (47.71 miles),	45,888 24
Cost of equipment owned to November 30, 1887,	245,241 18
Total cost of equipment owned,	245,241 18
Average cost of equipment per mile of road owned by the company,	5,140 25
Cost of road and equipment per mile (of road owned by company),	51,028 49

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line from Columbia to Siuking Spring,	39.85 miles.
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BRANCHES.

Lancaster branch from Lancaster Junction to Lancaster,	7.86 miles.
Lebanon branch from Manheim to Mt. Hope,	5.91 miles.
Haldeman's branch,84 miles.

LEASED ROADS.

Quarryville, from Lancaster to Quarryville,	15.28 miles.
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OPERATED.

Reading, Marietta and Hanover from Marietta Junction to Chickies,	6.36 miles.
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SUMMARY.

Length of main line,	39.85 miles.
Length of branches owned by the company,	14.61 miles.
Length of leased roads,	15.28 miles.
Length of operated roads,	6.36 miles.
Total length of all roads owned, leased and operated,	76.10 miles.
Length of sidings and other tracks not above enumerated,	18.16 miles.
Length of all tracks,	94.26 miles.

GAUGE.

Gauge of lines,	4 ft. 8½ in.
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TRACK.

Miles of track laid with steel rail on lines owned, leased or operated,	26.83 miles.
Miles of track laid with iron rail on lines owned, leased or operated,	67.43 miles.
Weight of rail per yard, { Steel,	60 and 70 lbs.
{ Iron,	56, 60 and 68 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	121
Wooden bridges, number of, 63; aggregate length,	2,016 feet.
Stone bridges, number of, 19; aggregate length,	370 feet.
Iron bridges, number of, 20; aggregate length,	844 feet.
Wooden trestles, number of, 19; aggregate length,	4,885 feet.
Total length of bridges and trestles,	8,115 feet.

CHARACTERISTICS OF ROAD—CONTINUED.

CROSSINGS.

Railroads crossings, at grade, lines owned by the company in this Commonwealth : Pennsylvania railroad at Columbia ; Pennsylvania railroad at Landisville ; Columbia and Port Deposit railroad at Columbia ; Shawnee Iron Company's railroad at Columbia.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth : Pennsylvania railroad at Lancaster ; Shawnee Iron Company's railroad at Columbia.

Number of crossings of highways at grade, in this Commonwealth,	266
Number of crossings of highways over railroad,	10
Number of crossings of highways under railroad,	17
Number of crossings at which gates or flagmen are maintained, . .	4
Number of crossings at which there are neither gates nor flagmen, .	262

STATIONS.

Number of stations on main line, passenger and freight,	19
Number of stations on branches, passenger and freight,	5
Number of stations on leased roads, passenger and freight,	7
Number of engine-houses and shops owned by the company,	6
Number of fuel and water stations on main line,	8
Number of fuel and water stations on branches,	4
Number of fuel and water stations on leased roads,	3
Value of real estate held by the company, exclusive of roadway, . .	\$65,632 67

Material of foundation upon which track is laid : Cross-ties, ashes and cinder ballast.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Tool cars,	2	\$325 00
Cabin cars,	6	325 00
Locomotives,	11	19,475 00
Passenger cars, first-class,	6	4,400 00
Baggage, mail and express cars,	1	2,500 00
Freight cars, 8-wheel,	24	822 00
Cars, roadway department, 4-wheel,	12	250 00
Hand cars and hand trucks,	33	

Westinghouse air brake on passenger ; hand brake on freight.

Average number of cars in passenger trains, including mail, express and baggage cars,	3
Average number of cars in freight trains, loaded,	26
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	100
Average weight of freight trains, including locomotive and tender, in working order, in tons,	600

EMPLOYEES.

Average number of persons regularly employed by company, including officials ; roadway, 86 ; transportation, 157 ; total,	243
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DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	185,482
Number of miles run by freight and coal trains, and ballast trains, .	204,652
Total number of miles run,	390,134
Number of passengers carried one mile in Pennsylvania,	5,822,705
Number of tons of 2,000 pounds of local freight for the year,	501,603
Number of tons of freight carried one mile,	10,718,797

DOINGS OF THE YEAR—CONTINUED.

Gross amount of tonnage for the year (2,000 pounds per ton), . . .	501,603
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	20
Average rate of speed adopted by freight trains, including stops (miles per hour),	13

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	167,438
Merchandise and manufactures,	334,165
Total,	501,603

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	PASSENGERS.			FREIGHT.			MISCELLANEOUS.		
	Number.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
December, 1887, ..	33,148	412,939	\$9,321 92	51,842	1,020,040	\$15,787 55	.....	.....	\$685 00
January, 1888, ..	25,257	309,335	7,219 57	30,663	465,508	8,052 67	.....	.....	768 09
February, 1888, ..	29,605	365,534	8,509 48	37,567	675,393	11,759 96	.....	.....	714 70
March, 1888, ..	31,910	382,832	8,972 83	40,730	857,902	15,073 30	.....	.....	653 47
April, 1888, ..	31,051	421,817	9,737 44	40,656	889,361	15,125 03	.....	.....	688 53
May, 1888, ..	34,515	433,086	9,907 33	43,646	906,654	15,659 15	.....	.....	749 34
June, 1888, ..	34,502	452,044	10,113 03	34,246	802,655	13,466 78	.....	.....	869 02
July, 1888, ..	46,508	613,332	12,033 95	42,111	1,023,495	16,170 42	.....	.....	802 77
August, 1888, ..	50,612	728,694	12,985 81	41,203	1,084,145	18,207 42	.....	.....	785 47
September, 1888, ..	51,370	742,304	14,003 10	46,876	1,061,605	17,671 88	.....	.....	821 94
October, 1888, ..	39,025	518,124	10,938 83	45,752	995,776	17,420 39	.....	.....	806 34
November, 1888, ..	34,829	442,664	9,972 95	43,302	936,263	15,512 57	.....	.....	801 03
Total,	445,362	5,822,705	\$123,716 24	501,603	10,718,797	\$179,907 12	.....	.....	\$9,145 70

Average per mile per passenger received,	2.12 cents.
Average per mile per ton of merchandise,	1.95 cents.
Average per mile per ton of coal,	1.38 cents.

EARNINGS FOR THE YEAR—CONTINUED.

RECAPITULATION.

Total passenger earnings for the year,	\$123,716 24
Total freight earnings for the year,	179,907 12
Total earnings from all other sources,	9,145 70
Total earnings for the year,	<u>\$312,769 06</u>

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Agents,	\$12,557 88
Baggage masters,	2,861 16
Brakemen,	16,666 56
Cars, cleaning,	681 00
Car furniture and fixtures,	1,425 22
Car service,	10,855 11
Clerks,	1,944 00
Conductors and train agents,	8,680 08
Dispatchers,	960 00
Heating stations,	204 32
Incidentals,	3,000 00
Insurance,	143 62
Labor at stations,	4,661 88
Lighting cars,	141 60
Lighting stations,	162 96
Oil for lamps,	204 96
Oil for cars,	41 04
Superintendent's clerk,	840 00
Switchmen,	313 56
Taxes, State,	2,502 16
Telegraph expenses,	2,545 12
Watchmen,	1,632 00
Total,	<u>\$73,024 23</u>

MOTIVE POWER.

Enginemen and firemen, passenger,	\$9,697 32
Enginemen and firemen, freight,	11,064 48
Fuel for locomotives, coal and wood,	61,243 82
Incidentals,	2,248 81
Laborers,	3,940 32
Locomotives, repairs of,	9,554 70
Oil for locomotives,	984 12
Rental of engines,	10,730 00
Tallow for locomotives,	14 64
Waste for locomotives,	422 88
Watchmen,	3,089 40
Total,	<u>\$112,990 49</u>

MAINTENANCE OF WAY.

Ballast,	\$2,256 73
Bridges, repairs of,	2,894 91
Cars, repairs of (in M. of W. service),	53 89
Building repairs,	3,660 17
Cross-ties,	10,990 71
Frogs,	32 21
Oil, tallow, waste, etc.,	18 61
Rails, steel,	10,319 98
Road-bed, repairs of, labor and material,	2,757 49
Snow and ice, removing,	3,093 63

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MAINTENANCE OF WAY.	
Spikes,	\$301 79
Splices,	505 96
Superintendents and supervisors,	1,590 00
Switches,	484 12
Tools and repairs of tools,	410 97
Track, repairing,	13,698 45
Watchmen,	2,119 82
Total,	<u>\$55,189 44</u>

GENERAL EXPENSES.	
Legal expenses,	\$1,261 00
Office expenses, repairs and furniture,	102 99
Salaries of officers,	1,080 00
Stationery and blanks,	1,119 99
Taxes on real estate,	321 48
Rental of leased road,	24,500 00
Discount and interest,	892 77
Total,	<u>\$29,278 23</u>

EARNINGS—SUMMARY.	
Passenger transportation, local and through,	\$123,716 24
Freight transportation, local and through,	179,907 12
Mail and express service,	3,334 72
Miscellaneous,	5,810 98
Total,	<u>\$312,769 06</u>

EXPENSES—SUMMARY.	
Conducting transportation,	\$73,024 23
Motive power,	112,990 48
Maintenance of way,	55,189 44
General expenses,	29,278 03
Total operating expenses,	<u>\$270,482 38</u>

Operating expenses, 86.5 per cent. of earnings.	
Earnings per mile of road operated (75.26 miles),	\$4,155 23
Expenses per mile of road operated,	3,593 97
Net earnings,	<u>\$561 88</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Construction,	\$2,123,695 27
Equipment,	245,241 18
Real estate,	65,632 67
Material,	523 06
Cash,	1,760 88
Sundry debits,	232,029 10
Profit and loss,	1,063,700 74
Total,	<u>\$3,732,582 88</u>

LIABILITIES.	
Capital stock,	\$957,200 00
Capital stock, fractional shares,	1,068 09
Scrip,	105 00
First mortgage bonds,	650,000 00
Second mortgage bonds,	350,000 00

GENERAL BALANCE SHEET, 1888—CONTINUED.

Debenture bonds,	\$1,000,000 00
Real estate bonds,	12,166 67
Unfunded debt,	187,550 69
Sundry credits,	574,492 40
Total,	<u>\$3,732,582 85</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. Adams Express Company, 40 per cent. of the gross receipts.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service: \$3,334.72 per annum.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employees,				3		3
Others,		1		1		2
Total,		1		4		5

READING, MARIETTA AND HANOVER RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Austin Corbin,	President,	Philadelphia.
Howard Hancock,	Secretary,	Philadelphia.
John Welch,	Treasurer,	Philadelphia.

DIRECTORS.

[Elected May 7, 1888.]

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Austin Corbin,	Philadelphia.	A. J. Antelo,	Philadelphia.
George deB. Keim,	Philadelphia.	Thomas Cochran,	Philadelphia.
S. A. Caldwell,	Philadelphia.	A. A. McLeod,	Philadelphia.

Date of annual meeting for election of directors, first Monday in May.

GENERAL INFORMATION.

Name of road : Reading, Marietta and Hanover Railroad.

By whom operated : Reading and Columbia Railroad Company.

The general offices of the company are located at 227 South Fourth street, Philadelphia.

For information concerning this report, address John Welch, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Hanover Junction and Susquehanna Railroad Company, March 28, 1872 ; Reading, Marietta and Hanover Railroad Company, March 7, 1882.

CAPITAL STOCK.

Amount authorized by law,	\$250,000 00
Amount subscribed,	250,000 00
Amount now paid in, common,	250,000 00
Number of shares issued,	5,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Marietta Junction to Chickies, Pa., . . .	6.36 mile
Length of single main track,	6.36 mile

SUMMARY.

Length of main line	6.36 mile
Length of sidings and other tracks not above enumerated, . . . . .	.71 mile
Length of all tracks,	7.07 mile

CHARACTERISTICS OF ROAD—CONTINUED.

GAUGE.

Gauge of lines, 4 ft. 8½ inches.

TRACK.

Miles of track laid with steel rail on lines owned, leased or operated, .15
Miles of track laid with iron rail on lines owned, leased or operated, 6.92

Weight of rail per yard, { Steel, 60 lbs.
 { Iron, 56, 60 & 68 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . 12
Wooden bridges, number of, 5; aggregate length, 94 feet.
Stone bridges, number of, 5; aggregate length, 31 feet.
Wooden trestles, number of, 5; aggregate length, 1,697 feet.
Total length of bridges and trestles, 1,822 feet.

CROSSINGS.

Number of crossings of highways at grade in this Commonwealth, . 15
Number of crossings of highways under railroad, 5
Number of crossings at which there are neither gates nor flagmen, . 15

Material of foundation upon which track is laid : Wooden cross-ties ; cinder and stone ballast.

EQUIPMENT.

Furnished by Reading and Columbia Railroad Company.
All operations are included in the report of the Reading and Columbia Railroad Company.

REW CITY AND ELDRED RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
John J. Carter,	President,	Titusville, Pa.
John E. Ransom,	Secretary,	Buffalo, N. Y.
George A. Eekbert,	Treasurer,	Titusville, Pa.
W. R. Dieffenbaek,	Auditor,	Bradford, Pa.
John J. Carter,	General Manager,	Titusville, Pa.
John C. McKenna,	General Superintendent,	Bradford, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John J. Carter,	Titusville, Pa.	G. L. Roberts,	Bradford, Pa.
R. G. Taylor,	Bradford, Pa.	J. E. Ransom,	Buffalo, N. Y.
A. I. Wilcox,	Bradford, Pa.	Augustus Stein,	New York, N. Y.
H. F. Sweetser,	Titusville, Pa.	J. B. McGeorge,	New York, N. Y.
G. A. Eekbert,	Titusville, Pa.		

GENERAL INFORMATION.

Name of road : Rew City and Eldred Railroad.

By whom operated : Bradford, Bordell and Kinzua Railroad Company.

The general offices of the company are located at Bradford, Pa.

For information concerning this report, address John J. Carter, Bradford, Pa.

How are the passenger cars on your road heated, lighted and ventilated? Stoves lamps, roof ventilators.

CAPITAL STOCK.

Amount authorized by law,	\$150,000 00
Amount subscribed,	150,000 00
Amount now paid in, common,	111,000 00
Number of shares issued,	1,110
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$2,087 40
Total amount of unfunded debt,	2,087 40
Unfunded debt as per last report,	2,087 40
Total cash realized from capital stock and debt,	\$113,087 40

COST.

Cost of roads owned to December 31, 1887,	\$108,868 10
Total cost of roads owned to date,	108,868 10
Average of same per mile of road laid,	8,952 90
Average of same per mile of single track,	8,952 90

Proportion of same for Pennsylvania,	8,952 97
Cost of equipment owned to December 31, 1887,	4,219 23
Total cost of equipment owned,	4,219 23
Average cost of equipment per mile of road owned by the company,	337 54
Proportion of same for Pennsylvania,	337 54
Cost of road and equipment per mile (of road owned by company,)	9,299 95
Proportion of same for Pennsylvania,	9,299 95
Total cost of roads and equipment,	113,087 40
Proportion of same for Pennsylvania,	113,087 40

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Rew City to Eldred,	12.16	12.16
Length of single main track,	12.16	12.16
SUMMARY.		
Length of main line,	12.16	12.16
Total length of all roads owned, leased and operated,	12.16	12.16
Length of sidings and other tracks not above enumerated,83	.83
Length of all tracks,	12.99	12.99

GAUGE.

Gauge of lines,	3 ft.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with iron rail on lines owned, leased or operated,	12.16	12.16
Weight of rail per yard, iron,		30 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	11
Wooden bridges, number of, 1; aggregate length,	160 feet.
Wooden trestles, number of, 10; aggregate length,	2,857 feet.
Total length of bridges and trestles,	3,017 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth : W. N. Y. & P. Railroad, at Eldred.	
Number of crossings of highways at grade, in this Commonwealth,	10
Number of crossings at which there are neither gates nor flagmen,	10

Statement of regulations governing employes in regard to these crossings : Whistle sounded eighty rods before reaching crossing and bell rung continuously until crossing is passed.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	3	3
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	1	1

Material of foundation upon which track is laid : Stone, gravel and earth.

CHARACTERISTICS OF ROAD—CONTINUED.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Passenger cars, first-class,	1	\$2,517 25
Total passenger cars,	1	
Baggage, mail and express cars,	1	1,354 60
Hand cars and hand trucks,	4	86 83

Train brake in use : Eames vacuum.

This railroad is leased to and operated by the Bradford, Bordell and Kinzua Rail road Company ; and all reports of operations, earnings and expenses are included in report made by that company.

RIDGWAY AND CLEARFIELD RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. N. DuBarry,	President,	Philadelphia, Pa.
Albert Hewson,	Secretary,	Philadelphia, Pa.
Taber Ashton,	Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John P. Green,	Philadelphia, Pa.	Edmund Smith,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.	Henry D. Welsh,	Philadelphia, Pa.
N. Parker Shortridge,	Wynnewood, Pa.	Wistar Morris,	Philadelphia, Pa.

Date of annual meeting for election of directors, first Tuesday in February.

GENERAL INFORMATION.

Name of road: Ridgway and Clearfield Railroad.

By whom operated: Pennsylvania Railroad Company.

By what authority: Agreement terminable at option of either party after 30 days notice.

The general offices of the company are located at 233 South Fourth street, Philadelphia, Pa.

For information concerning this report, address T. Ashton, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Ridgway and Clearfield Railroad Company; organized April 20, 1882; opened for traffic November 19, 1883.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount subscribed,	491,000 00
Amount now paid in, common,	491,000 00
Number of shares issued,	9,820
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due November 1, 1923; bear interest at 5 per cent., which is payable May 1 and November 1), amount,	\$491,000 00
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COST.

Cost of roads owned to December 31, 1887,	\$981,174 13
Cost of additions for the year ending December 31, 1888,	746 09
Total cost of roads owned to date,	981,920 22

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Ridgway to Falls Creek,	27.23	27.23
Length of single main track,	27.23	27.23
SUMMARY.		
Length of main line,	27.23	27.23
Total length of all roads owned, leased and operated,	27.23	27.23
Length of sidings and other tracks not above enumerated,	6.83	6.83
Length of all tracks,	34.06	34.06

GAUGE.

Gauge of lines, 4 ft. 9 ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	33.27	33.27
Miles of track laid with iron rail on lines owned, leased or operated,	0.79	0.79

Weight of rail per yard, { Steel, 60 lbs.
 { Iron, 60 & 64 lbs.

TELEGRAPH LINES.

Length of lines in miles, 27.23; in Pennsylvania, 27.23
 Number of miles of wire, 54.46; in Pennsylvania, 54.46

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company. 16
 Wooden bridges, number of, 12; aggregate length, 561 feet.
 Stone bridges, number of, 1; length, 10 feet.
 Iron bridges, number of, 3; aggregate length, 121 feet.
 Total length of bridges and trestles, 692 feet.

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth
 Buffalo, Rochester and Pittsburgh Railroad, at Falls Creek.
 Number of crossings of highways at grade, in this Commonwealth, 12
 Number of crossings of highways under railroad, 1
 Number of crossings at which there are neither gates nor flagmen, 12

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	4	4
Number of fuel and water stations on main line,	4	4

Material of foundation upon which track is laid: White oak ties, stone, gravel and cinder ballast.

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Extension or alteration of road and land or land damages,	\$746 09
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STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year:

December 1, 1888,	5 per cent
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Paid in dividends, cash,	\$24,550 00
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RIEGELSVILLE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
W. H. Wilson,	President,	Philadelphia, Pa.
Hugh B. Ely,	Secretary and Treasurer,	Beverly, N. J.
Wm. H. Brown,	Chief Engineer,	Philadhlphia. Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Joseph N. DuBarry, . . .	Philadelphia, Pa.	William A. Patton, . . .	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.	John C. Sims, Jr., . . .	Philadelphia, Pa.
R. D. Barclay,	Philadelphia, Pa.	Clifford S. Sims,	Mt. Holly, N. J.

Date of annual meeting for election of directors, February 14.

GENERAL INFORMATION.

Road not constructed.

The general offices of the company were located at room 47, 233 South Fourth street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association filed February 26, 1884. Decree of dissolution filed November 16, 1888.

CAPITAL STOCK.

Amount authorized by law,	\$50,000 00
Amount subscribed,	5,000 00
Amount now paid in, common,	5,000 00
Number of shares issued,	100
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

Total cash realized from capital stock and debt,	\$5,000 00
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RIVERFRONT RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. N. DuBarry,	President,	Philadelphia.
James R. McClure,	Secretary and Treasurer,	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
G. B. Roberts,	Philadelphia.	Henry D. Welsh,	Philadelphia.
Wistar Morris,	Philadelphia.	Frank Thomson,	Philadelphia.
N. P. Shortridge,	Wynnewood, Montgomery Co., Pa.	John P. Green,	Philadelphia.
H. H. Houston,	Philadelphia.	Vacaney.	

Date of annual meeting for election of directors: Second Monday in January.

GENERAL INFORMATION.

Name of road : Riverfront Railroad.

By whom operated : Pennsylvania Railroad Company.

By what authority : Under lease dated May 1, 1882.

The general offices of the company are located at No. 233 South Fourth street, Philadelphia, Pa.

For information concerning this report, address James R. McClure, Secretary and Treasurer, No. 233, South Fourth street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Riverfront Railroad Company was organized under the general railroad laws of Pennsylvania, by filing articles of association with the Secretary of the Commonwealth, on the 5th day of May, A. D. 1876. Construction completed in 1881. Opened for traffic in 1882.

CAPITAL STOCK.

Amount authorized by law,	\$216,000 00
Amount authorized by the votes of the company,	216,000 00
Amount subscribed,	216,000 00
Amount now paid in, common,	216,000 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due May 1, 1912; bear interest at 4½ per cent., which is payable May 1, and November 1,)	\$216,000 00
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UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	119,213 52
Total amount of funded and unfunded debt,	\$335,213 52

DEBT—CONTINUED.

Funded debt as per last report,	\$216,000 00
Unfunded debt as per last report,	116,418 85
Total cash realized from capital stock and debt,	\$551,213 52

COST.

Cost of roads owned to December 31, 1887,	\$558,483 05
Cost of additions for the year ending December 31, 1888,	2,794 67
Total cost of roads owned to date,	561,277 72

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line from connections with Philadelphia and Trenton railroad at Lehigh avenue, Philadelphia, to connections with Delaware Extension Pennsylvania Railroad Company, at Dock street, Philadelphia,	3.62	3.62
Length of single main track,	1.35	1.35
Length of second main track,	2.27	2.27
BRANCHES.		
Canal Street branch from connection with Riverfront railroad at Canal street to Laurel street, Philadelphia,	0.24	0.24
Length of road,	0.24	0.24
Length of single track,		
SUMMARY.		
Length of main line,	3.62	3.62
Length of branches owned by the company,	0.24	0.24
Total length of all roads owned, leased and operated,	3.86	3.86
Length of second track,	2.27	2.27
Length of sidings and other tracks not above enumerated,	2.20	2.20
Length of all tracks,	8.33	8.33

GAUGE.

Gauge of lines,	4 ft. 9 in.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	7.67	7.67
Miles of track laid with iron rail on lines owned, leased or operated,	0.66	0.66

Weight of rail per yard, { Steel,	56, 67, 80 and 88 lbs.
{ Iron,	30 to 67 lbs.

BRIDGES AND TRETTLES.

Number of bridges and trestles on lines owned by the company,	2
Wooden bridges, number of, 1; length,	122 feet.
Iron bridges, number of, 1; length,	106 feet.
Total length of bridges and trestles,	228 feet.

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth	
Philadelphia and Reading railroad at Willow street, Delaware avenue; Philadelphia and Reading railroad at Green street, Delaware avenue.	
Number of crossings of highways, at grade, in this Commonwealth,	53
Number of grade crossings at which there are neither gates nor flagmen,	53

Statement of regulations governing employes in regard to these crossings: Flagmen and gatemen, at the approach of trains, must give timely warning to all persons approaching crossings, and whistle should be sounded one-fourth mile from crossing and bell rung until crossing is passed.

CHARACTERISTICS OF ROAD—CONTINUED.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, freight,	1	1
Number of fuel and water stations on main line,	2	2

Material of foundation upon which track is laid: Rails laid on stringers, with gravel and cinder ballast.

EQUIPMENT.

The Riverfront railroad is leased to the Pennsylvania Railroad Company, for the term of fifty years, from and after the first day of May, 1882, to whom you are referred for information relative to the operation of the road.

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Extension or alteration of road,	\$1,265 00
Land or land damages,	1,529 67
Total,	\$2,794 67
Proportion for Pennsylvania,	\$2,794 67

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$231,472 03
Right of way and real estate,	329,805 69
Sinking fund,	4,000 00
Cash,	6,619 99
	<u>\$571,897 71</u>

LIABILITIES.

Capital stock,	\$216,000 00
Funded debt,	216,000 00
Unfunded debt,	119,213 52
Profit and loss,	20,684 19
	<u>\$571,897 71</u>

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: May 1, 1888, 2½ per cent.; November 1, 1888, 2½ per cent.

Paid in dividends, cash,	\$10,800 00
Balance for the year, or surplus,	2,644 90
Surplus at commencement of the year,	18,039 29
Total surplus,	<u>20,684 19</u>

Surplus invested as follows:

Cash,	\$6,619 99
Unfunded debt,	10,064 20
Other items, sinking fund,	<u>4,000 00</u>

SALISBURY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. V. Patton.	President,	Pittsburgh, Pa.
J. B. Washington,	Secretary and Treasurer, . .	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. B. Caven,	Pittsburgh, Pa.	Charles Donnelly, . . .	Pittsburgh, Pa.
C. S. Wight,	Pittsburgh, Pa.	J. M. Schoonmaker, . .	Pittsburgh, Pa.
J. B. Jackson,	Pittsburgh, Pa.	W. M. Clements, . . .	Baltimore, Md.
Johns McCleave,	Pittsburgh, Pa.	Francis Burns,	Baltimore, Md.

Date of annual meeting for election of directors, first Monday in May.

GENERAL INFORMATION.

Name of road: Salisbury Railroad.

By whom operated: Baltimore and Ohio Railroad Company.

The general offices of the company are located at Pittsburgh, Pa.

For information concerning this report, address J. B. Washington, Pittsburgh, Pa.

How are the passenger cars on your road heated, lighted and ventilated? Heated by stoves, lighted by lamps, ventilated by deck windows.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Salisbury and Baltimore Railroad Company. Act of April 8, 1861 Reorganized May 8, 1875, as the Salisbury Railroad Company.

CAPITAL STOCK.

Amount authorized by law,	\$200,000 00
Amount subscribed,	117,800 00
Amount now paid in, common, \$104,250.00; special or preferred, \$13,550.00,	117,800 00
Number of shares issued,	2,356
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due 1898; bear interest at 7 per cent., which is payable January and July) amount,	\$150,000 00
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UNFUNDED DEBT.

Debt incurred for any other purpose, and for what: For operating expenses, etc.,	7,436 50
Total amount of funded and unfunded debt,	\$157,436 50
Funded debt as per last report,	\$150,000 00
Unfunded debt as per last report,	7,397 70

COST.	
Cost of roads owned to September 30, 1887,	\$242,871 77
Cost of additions for the year ending September 30, 1888,	5,974 48
Total cost of road owned to date,	248,846 25
Average of same per mile of road laid, 11.4 miles,	21,828 62
Proportion of same for Pennsylvania,	248,846 25
Cost of equipment owned to September 30, 1887,	9,724 50
Total cost of equipment owned,	9,724 50
Average cost of equipment per mile of road owned by the company,	853 03
Proportion of same for Pennsylvania,	9,724 50
Cost of road and equipment per mile (of road owned by company),	22,681 65
Proportion of same for Pennsylvania,	258,570 75
Total cost of road and equipment,	258,570 75
Proportion of same for Pennsylvania,	258,570 75

CHARACTERISTICS OF ROAD.		
MAIN LINE.	MILES.	
	WHOLE LENGTH.	LENGTH IN PENN'A.
Length of main line, from Salisbury Junction, Pa., to West Salisbury, Pa.,	8.90	8.90
BRANCHES.		
Grassy Run branch, from Boynton's Mills } Length of road,	1.25	1.25
to Salisbury Coal Company's mines, . . . } Length of single track, .	1.25	
West Salisbury branch, from West Salis- } Length of road, . . . .	.75	.75
bury to Salisbury Coal Company's mines, } Length of single track, .	.75	
Tub Mill Run branch, from West Salis- } Length of road, . . . .	.50	.50
bury to W. J. Smith & Co's mines, . } Length of single track, .	.50	
SUMMARY.		
Length of main line,	8.90	8.90
Length of branches owned by the company,	2.50	2.50
Length of sidings and other tracks not above enumerated,	8.40	8.40
Length of all tracks,	19.80	19.80

GAUGE.	
Gauge of lines,	4 ft. 8½ in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	2.00	2.00
Miles of track laid with iron rail on lines owned, leased or operated, .	17.80	17.80
	19.80	19.80

Weight of rail per yard, { Steel,	60 and 64 lbs.
{ Iron,	52 and 64 lbs.

BRIDGES AND TRESTLES.	
Number of bridges and trestles on lines owned by the company, . .	15
Wooden bridges, number of, 8; aggregate length,	404 feet.
Wooden trestles, number of, 7; aggregate length,	1,210 feet.
Total length of bridges and trestles,	1,614 feet.

CROSSINGS.	
Number of crossings of highways at grade, in this Commonwealth, .	9
Number of crossings at which there are neither gates nor flagmen, .	9

Statement of regulations governing employ es in regard to these crossings: On approaching road crossings a whistle signal is given and engine bell is rung.

CHARACTERISTICS OF ROAD—CONTINUED.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	2	2
Number of fuel and water stations on main line,	2	2

Material of foundation upon which track is laid: Cross-ties and broken stone ballast.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	1	\$7,000 00
Passenger cars, second-class, combination,	1	2,450 00
Total passenger cars,	1	.....

Train brake in use: Steam brake on locomotive and hand brake on train.

Average number of cars in passenger trains, including mail, express and baggage cars. No passenger trains run; passenger car attached to freight trains.

EMPLOYEES.

Average number of persons regularly employed by company, including officials, 39
Same in Pennsylvania, 39

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains (special),	8
Number of miles run by freight and coal trains,	36,04
Total number of miles run,	36,12
Number of passengers carried one mile in Pennsylvania,	42,39
Number of tons of 2,000 pounds of through freight for the year on main road,	225,77
Number of tons of 2,000 pounds of local freight for the year,	57,87
Number of tons of freight carried one mile,	2,229,71
Number of tons of freight carried one mile in Pennsylvania,	2,229,71
Gross amount of tonnage for the year (2,000 pounds per ton),	283,65
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	2
Average rate of speed adopted by freight trains, including stops (miles per hour),	1

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal and coke, 274,033	Lumber, 8,77
Petroleum and other oils, 50	Other articles, 5
Agricultural products, 175	Total, 283,65
Merchandise and manufactures, 569	

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

Average rate per ton per mile, 1.7 cents

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
October, 1887,	464	3,287	\$92 85
November, 1887,	383	2,795	72 75
December, 1887,	606	4,323	121 21
January, 1888,	342	2,394	65 02
February, 1888,	354	2,478	67 32
March, 1888,	394	2,915	74 81
April, 1888,	386	2,718	73 31
May, 1888,	600	4,599	97 56
June, 1888,	364	2,619	73 18
July, 1888,	607	4,143	120 36
August, 1888,	815	6,319	137 23
September, 1888,	500	3,807	89 14
Total,	5,815	42,397	\$1,084 74

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS
FOLLOWS:
Average rate per passenger per mile, 2⁵/₁₀ cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	MILES.	AMOUNT.
October, 1887,	39,481	320,337	\$6,176 72
November, 1887,	34,250	276,663	4,334 23
December, 1887,	29,901	238,399	3,474 06
January, 1888,	27,643	227,280	3,493 26
February, 1888,	25,168	209,165	3,198 94
March, 1888,	4,610	37,170	768 99
April, 1888,	10,845	82,128	1,703 64
May, 1888,	23,096	176,773	2,962 77
June, 1888,	19,306	144,181	2,819 78
July, 1888,	19,235	140,356	2,482 32
August, 1888,	20,625	155,253	2,664 21
September, 1888,	29,493	222,011	3,810 79
Total,	283,653	2,229,716	\$37,889 71

FROM ALL OTHER SOURCES.

October, 1887,	\$3 93
November, 1887,	5 07
December, 1887,	4 66
January, 1888,	3 44
February, 1888,	4 44
March, 1888,	3 07
April, 1888,	2 95
May, 1888,	4 40
June, 1888,	3 41
July, 1888,	4 06
August, 1888,	3 83
September, 1888,	3 96
Total,	\$47 22

RECAPITULATION.

Total passenger earnings for the year,	\$1,084 74
Total freight earnings for the year,	37,889 71
Total earnings from all other sources,	47 22
Total earnings for the year,	\$39,021 67
Total receipts from all sources on whole length of line,	\$39,021 67
Proportion of earnings in Pennsylvania to earnings of whole line,	39,021 67

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Extension or alteration of road,	\$5,974 48
Proportion for Pennsylvania,	5,974 48

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Agents and clerks,	\$1,351 10
Brakemen, tonnage,	1,551 60
Cleaning engines and cars,	496 30
Conductors, tonnage,	898 60
Dispatchers and yard masters,	236 30
Foreign agencies, E. and W. agencies,	627 30
Heating cars,	6 00
Heating stations,	8 70
Miscellaneous and contingent,	252 50
Baltimore and Ohio express expenses,	26 20
Labor at depots,	10 00
Oil for locomotives, \$118.92; oil for cars, \$2.31; oil for signals, \$13.44; total,	134 60
Stationery, printing and advertising,	201 90
Superintendence,	276 80
Telegraph superintendents and operatives,	11 60
Total,	\$6,090 10

MOTIVE POWER.

Freight, enginemen, \$1,084.35; firemen, \$597.63; total,	\$1,681 98
Fuel for locomotives,	1,155 80
Locomotives, repairs of,	1,556 40
Water, wood and coal stations, expenses and repairs of,	471 10
Total,	\$4,866 28

MAINTENANCE OF WAY.

Repairs railway, joint fixtures, \$58.37; repairs railway, materials ordinary repairs, \$256.27; total,	\$314 64
Bridges, repairs of,	363 00
Cross-ties, repairs railway,	1,109 00
Rails, iron and steel, repairs railway,	57 00
Repairs, depots, depots proper,	5 00
Watchmen, watching bridges,	4 00
Total,	\$1,859 64

MAINTENANCE OF CARS.

Cars, repairs of freight,	\$2,076 00
Cars, repairs of passenger, baggage, express and postal,	137 00
Fuel for heating, preparing,	1 00
Laborers,	5,322 00
Total,	\$7,537 00

GENERAL EXPENSES.

General expenses,	\$1,818 00
House and ground rents,	7 00
Legal expenses,	253 00
Taxes on real estate,	43 00
Losses by accident, \$40.83, \$28.69, \$18.79, \$18.99; total,	107 91
Total,	\$2,229 91

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$1,084 74
Freight transportation, local and through,	37,889 71
Express service,	47 22
Total,	<u>\$39,021 67</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$6,090 18
Motive power,	4,866 33
Maintenance of way,	1,859 20
Maintenance of cars,	7,537 12
General expenses,	2,229 21
Total operating expenses,	<u>\$22,582 04</u>
Expenditures charged to cost of road, real estate and equipment during the year,	<u>5,974 48</u>
Total expenditures during the year,	<u>\$28,556 52</u>

Operating expenses, 42.13 per cent. of earnings.

Earnings per mile of road operated, 19.8,	\$1,970 79
Expenses per mile of road operated,	1,140 51
Net earnings,	<u>16,439 63</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction and equipment,	\$258,570 75
Profit and loss,	16,895 30
	<u>\$275,466 05</u>

LIABILITIES.

Capital stock,	\$117,800 00
Scrip stock,	229 50
First mortgage bonds,	150,000 00
Due other corporations, etc.,	7,436 55
	<u>\$275,466 05</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : United States Express Company.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employes,	1	1	1	1
Others,
Total,	1	1	1	1

SCHUYLKILL AND LEHIGH RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Austin Corbin,	President,	Philadelphia.
Howard Hancock,	Secretary,	Philadelphia.
John Welch,	Treasurer,	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Austin Corbin, . . .	Philadelphia.	A. J. Antelo,	Philadelphia.
George deB. Keim, . . .	Philadelphia.	A. A. McLeod,	Philadelphia.
S. A. Caldwell,	Philadelphia.	Samuel R. Shepley, . . .	Philadelphia.

Date of annual meeting for election of directors, first Monday in May.

GENERAL INFORMATION.

Name of road : Schuylkill and Lehigh Railroad.

By whom operated : Philadelphia and Reading Railroad

By what authority : By lease.

The general offices of the company are located at 227 South Fourth street, Philadelphia.

For information concerning this report, address John Welch, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original corporation, Berks County Railroad Company.

Reading and Lehigh Railroad Company organized March 29, 1871.

Schuylkill and Lehigh Railroad Company re-organized June 7, 1880.

CAPITAL STOCK.

Amount authorized by law,	\$50,000 00
Amount authorized by votes of company,	50,000 00
Amount subscribed,	50,000 00
Amount now paid in, common,	50,000 00
Number of shares issued,	1,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due May 1, 1898, bear interest at 4½ per cent., which is payable May and November), amount,	\$600,000 00
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COST.

Cost of roads owned to November 30, 1887,	\$1,063,800 00
Total cost of roads owned to date,	1,063,800 00
Average of same per mile of road laid (44 miles),	24,175 00

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from terminus of Wilmington and Northern Railroad, south of Reading, to Slatington,	44.00
Length of single main track,	44.00

SUMMARY.

Length of main line,	44.00
Total length of all roads owned, leased and operated,	44.00
Length of sidings and other tracks not above enumerated,	3.80
Length of all tracks,	<u>47.80</u>

GAUGE.

Gauge of lines,	<u>4 ft. 8½ ins.</u>
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TRACK.

Miles of track laid with steel rail on lines owned, leased or operated,	2
Miles of track laid with iron rail on lines owned, leased or operated,	45.80
Weight of rail per yard, { Steel,	68 lbs.
{ Iron,	<u>56, 68, 70 lbs.</u>

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	76
Wooden bridges, number of, 51; aggregate length,	1,957 feet.
Iron bridges, number of, 2; aggregate length,	1,201 feet.
Wooden trestles, 23; aggregate length,	<u>3,327 feet.</u>
Total length of bridges and trestles,	<u>6,485 feet.</u>

CROSSINGS.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Pennsylvania Schuylkill Valley Railroad, at 1½ miles south of Reading (over); Lebanon Valley Branch Philadelphia and Reading Railroad, at 1 mile west of Reading (over); Philadelphia and Reading Railroad, at 2½ miles north of Reading (under).

Number of crossings of highways at grade, in this Commonwealth,	81
Number of crossings of highways over railroad,	4
Number of crossings of highways under railroad,	8
Number of crossings at which gates or flagmen are maintained,	1
Number of crossings at which there are neither gates nor flagmen,	<u>80</u>

STATIONS.

Number of engine houses and shops owned by the company,	1
Number of fuel and water stations on main line,	<u>4</u>

Material of foundation upon which track is laid: Wooden cross-ties, ashes and coal dust ballast.

EQUIPMENT.

Furnished by lessee.

SCHUYLKILL RIVER EAST SIDE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. B. Washington,	President,	Pittsburgh, Pa.
Theodore Frothingham,	Secretary and Ass't Treasurer,	Philadelphia, Pa.
W. H. Ijams,	Treasurer,	Baltimore, Md.
W. F. Thelm,	Auditor,	Baltimore, Md.
H. T. Douglas,	Chief Engineer,	Baltimore, Md.
J. Vansant Smith,	Superintendent,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. B. Washington,	Pittsburgh, Pa.	L. C. Cassidy,	Philadelphia, Pa.
J. V. Patton,	Pittsburgh, Pa.	John Carroll Walsh,	Jerusalem Mills, Md.
John K. Corren,	Baltimore, Md.	J. Vansant Smith,	Philadelphia, Pa.
H. T. Douglas,	Baltimore, Md.		

Date of annual meeting for election of directors, first Wednesday after the second Tuesday in December.

GENERAL INFORMATION.

Name of road : The Schuylkill River East Side Railroad.

By whom operated : Baltimore and Ohio, Baltimore and Philadelphia and Philadelphia and Reading Railroad Companies.

By what authority : Contract November 6, 1885.

With what other companies consolidated : Schuylkill River East Side Railroad and Philadelphia, Newtown Square and Chester Railroad.

Date of consolidation : May 19, 1886; filed with Secretary of Commonwealth May 21, 1886.

The general offices of the company are located at Philadelphia.

For information concerning this report, address J. B. Washington, President, Pittsburgh, Pa.

How are the passenger cars on your road heated, lighted and ventilated? Operated by Baltimore and Ohio, etc., as above.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Merger of the original Schuylkill River East Side Railroad and the Philadelphia, Newtown Square and Chester Railroads. Road built by the Baltimore and Ohio Railroad, and Philadelphia and Reading Railroad Companies, for \$4,500,000.00 mortgage bonds December 1, 1886, due December 1, 1935, and \$4,500,000.00 stock; operated under lease to said companies, dated November 6, 1885, by which said roads guarantee the principal and interest on the \$4,500,000.00 bonds.

CAPITAL STOCK.

Amount authorized by law,	\$4,500,000 00
Amount authorized by votes of company,	4,500,000 00
Amount subscribed,	4,500,000 00
Amount now paid in, cash, \$450,000.00 ; construction, \$4,050,000.00 ; total,	4,500,000 00
Number of shares issued,	90,000
Amount paid in on each share. All transferred to Baltimore and Ohio Railroad Company.	
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Four thousand five hundred bonds (due December 1, 1935; bear interest at 5 per cent., which is payable June and December), amount,	\$4,500,000 00
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UNFUNDED DEBT.

Debt incurred for any other purpose, and for what: Deficiency on first six months, per contract, for which improvement bonds can be issued,	73,231 82
Total amount of funded and unfunded debt,	\$4,573,231 82

COST.

Cost of roads owned to September 30, 1888,	\$9,000,000 00
Total cost of roads owned to date,	9,000,000 00

CHARACTERISTICS OF ROAD.

SUMMARY.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line,	4.1	4.1
Length of branches owned by the company,	6.1	6.1
Total length of all roads owned, leased and operated,	10.2	10.2
Length of second track,	7.9	7.9
Length of third track,	2.6	2.6
Length of fourth track,	2.1	2.1
Length of sidings and other tracks not above enumerated,	6.5	6.5
Length of all tracks,	29.3	29.3

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
Weight of rail per yard, steel,	67 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	7
Iron bridges, number of, 2 ; aggregate length,	853.45 feet.
Wooden trestles, number of, 5 ; aggregate length,	200 feet.
Total length of bridges and trestles,	1,053.45 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth :
 Pennsylvania Railroad, at Twenty-ninth street, freight track ; Pennsylvania Rail-
 road at Twenty-fifth street, freight track ; Pennsylvania Railroad, at Swanson street,
 freight track ; Pennsylvania Railroad, at Commercial avenue, freight track ; private
 sidings (5), on Meadow street.

CHARACTERISTICS OF ROAD—CONTINUED.

Railroads crossing lines owned by the company either over or under grade, in Pennsylvania Railroad, at Gray's Ferry road (under grade); Pennsylvania Railroad at Arsenal bridge (under grade); Pennsylvania Railroad, at Filbert street viaduct (under grade).

Number of crossings of highways at grade, in this Commonwealth,	13
Number of crossings of highways over railroad,	10
Number of crossings at which gates or flagmen are maintained, . .	
Number of crossings at which there are neither gates nor flagmen, .	0

Statement of regulations governing employés in regard to these crossings: Flagmen are required to be out and warn parties of approach of trains.

STATIONS.

Number of stations on main line, passenger,	
Number of stations on main line, freight,	
Number of stations on branches, freight,	
Number of fuel and water stations on main line,	
Number of fuel and water stations on branches,	

Aggregate length of tunnels, 2,710 feet; cut walled on both sides 1,864 feet.
Material of foundation upon which track is laid: Broken stone.

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Cost of road,	\$9,000,000 00
Profit and loss,	73,231 80
	<hr/>
	\$9,073,231 80
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LIABILITIES.	
Capital stock,	\$4,500,000 00
First mortgage bonds, due December 1, 1935, at 5 per cent., June and December,	4,500,000 00
Due other corporations,	73,231 80
	<hr/>
	\$9,073,231 80
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SCHUYLKILL RIVER WEST SIDE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Austin Corbin,	President,	Philadelphia, Pa.
Howard Hancock,	Secretary,	Philadelphia, Pa.
John Welch,	Treasurer,	Philadelphia, Pa.

DIRECTORS. (Elected January 14, 1889.)

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
George deB. Keim,	Philadeiphia. Pa.	A. J. Antelo,	Philadelphia, Pa.
S. A. Caldwell,	Philadelphia, Pa.	Thomas Cochran,	Philadelphia, Pa.
A. A. McLeod,	Philadelphia, Pa.	Samuel R. Shipley,	Philadelphia, Pa.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : The Schoolkill River West Side Railroad.

The general offices of the company are located at 227 South Fourth street, Philadelphia.

For information concerning this report, address John Welch, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Schuylkill River West Side Railroad Company. July 16, 1883.

CAPITAL STOCK.

Amount authorized by law,	\$120,000 00
Amount authorized by votes of company,	120,000 00
Amount subscribed,	15,000 00
Amount now paid in, common,	1,500 00
Number shares issued,	300
Amount paid in on each share,	5 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$2,859 10
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DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

No work has been done on this road.

SCHUYLKILL VALLEY NAVIGATION AND RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

DIRECTORS.

NAMES.	OFFICES.	RESIDENCES.
Austin Corbin,	President,	Philadelphia.
P. C. Hollis,	Secretary and Treasurer, . .	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
A. J. Antelo,	Philadelphia.	A. A. McLeod,	Philadelphia.
Thos. Cochran,	Philadelphia.	P. C. Hollis,	Philadelphia.
Sam'l R. Shipley,	Philadelphia.	W. R. Taylor,	Philadelphia.

Date of annual meeting for election of directors, December 31, 1888, (last Monday.)

GENERAL INFORMATION.

Name of road : The Schuylkill Valley Navigation and Railroad.

By whom operated : The Philadelphia and Reading Railroad Company.

By what authority : By lease for 999 years, dated July 25, 1861.

The general offices of the company are located at 407 Library street, Philadelphia.

For information concerning this report, address P. C. Hollis, Treasurer.

How are the passenger cars on your road heated, lighted and ventilated? Not known, lessee only can furnish this information.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Schuylkill Valley Navigation and Railroad Company was incorporated by act approved March 20, 1827.

CAPITAL STOCK.

Amount authorized by law,	\$576,050 00
Amount subscribed,	576,050 00
Amount now paid in, common,	576,050 00
Number of shares issued,	11,521
Amount paid in on each share,	50
Par value of each share,	50

COST.

Total cost of roads owned to date,	\$576,840 99
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CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Port Carbon to Reevesdale,	11.00	11.00
Length of single main track,	11.00	11.00
Length of second main track,	5.03	5.03
BRANCHES.		
Port Carbon branch, from Port Carbon } Length of road, . . . . .	.02	.02
weigh scales to Allison's shop, } Length of single track, . . . . .	.02	.02
Eagle Hill branch, from Eagle Hill to } Length of road,	1.34	1.34
Five Points, } Length of single track,	1.34	1.34
Novelty branch, from Heebner's cut to } Length of road, . . . . .	.05	.05
breaker, } Length of single track, . . . . .	.05	.05
Silver Creek branch, from New Phila- } Length of road,	2.04	2.04
delphia to Silver Creek, } Length of single track,	2.04	2.04
Big Vein branch, from Middleport to } Length of road,	1.95	1.95
colliery, } Length of single track,	1.95	1.95
Coal Hill branch, from Middleport to } Length of road, . . . . .	.02	.02
breaker, } Length of single track, . . . . .	.02	.02
Brockville branch, from Brockville } Length of road, . . . . .	.06	.06
station to Brockville, } Length of single track, . . . . .	.06	.06
SUMMARY.		
Length of main line,	11.00	11.00
Length of branches owned by the company,	7.19	7.19
Total length of all roads owned, leased and operated,	18.19	18.19
Length of second track,	5.30	5.30
Length of sidings and other tracks not above enumerated,	5.30	5.30
Length of all tracks,	28.79	28.79

GAUGE.

Gauge of lines, 4 ft. 8½ ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	2.31	2.31
Miles of track laid with iron rail on lines owned, leased or operated, .	26.48	26.48

Weight of rail per yard, { Steel, 68 to 70 lbs.
 { Iron, 60, 64, 68 & 70 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	31
Wooden bridges, number of, 16 ; aggregate length,	464¼ feet.
Stone bridges, number of, 4 ; aggregate length,	74 feet.
Iron bridges, number of, 1 ; length,	54½ feet.
Wooden trestles number of, 10 ; aggregate length,	525¾ feet.
Total length of bridges and trestles,	1,118½ feet.

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth, .	22
Number of crossings at which there are neither gates nor flagmen, .	22

STATIONS.

Number of fuel and water stations on main line, 1 ; in Pennsylvania, .	1
Material of foundation upon which track is laid : Wooden cross-ties and cinder ballast.	

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Railroad,	\$576,840 94
Philadelphia and Reading Railroad Company,	16,165 12
Cash,	1,202 09
Total,	<u>\$594,178 80</u>

LIABILITIES.	
Capital stock,	\$576,050 00
Dividends uncollected,	376 05
Revenue account,	16,312 63
State tax,	1,440 12
Total,	<u>\$594,178 80</u>

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year : January, 1888, $2\frac{1}{2}$ per cent. ; July, 1888, $2\frac{1}{2}$ per cent.

Paid in dividends, cash, \$28,802 50

SHADE CREEK RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 1, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
S. H. Baker,	President,	Pittsburgh, Pa.
J. M. Murdock,	Secretary,	Johnstown, Pa.
A. W. Oxward,	Treasurer,	Johnstown, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
S. H. Baker,	Pittsburgh, Pa.	J. M. Murdock,	Johnstown, Pa.
James M. Cover,	Junnex X Roads, Pa.	Edward Pitcairn,	Derry, Pa.
Frank Taylor,	Stoystown, Pa.	Jno. Murdock,	Johnstown, Pa.
A. W. Oxward,	Johnstown, Pa.		

HISTORY OF ORGANIZATION AND CONSTRUCTION.

There has not been any work done on the railroad, and nothing further than organizing and obtaining a charter ; therefore, we can make no further report than as above stated.

SHAMOKIN, SUNBURY AND LEWISBURG RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
S. P. Wolverton,	President,	Sunbury, Pa.
Howard Hancock,	Secretary,	Philadelphia, Pa.
John Welch,	Treasurer,	Philadelphia, Pa.

DIRECTORS. (Elected January 14, 1889.)

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
A. H. Dill,	Lewisburg, Pa.	Henry Clement,	Sunbury, Pa.
John C. Smith,	Lewisburg, Pa.	John Haas,	Sunbury, Pa.
Levi Rooke,	Winfield, Pa.	L. H. Kase,	Sunbury, Pa.
H. E. Davis,	Sunbury, Pa.		

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : The Shamokin, Sunbury and Lewisburg Railroad.

By whom operated : Philadelphia and Reading Railroad Company.

By what authority : Lease.

The general offices of this company are located at 227 South Fourth street, Philadelphia.

For information concerning this report, address John Welch, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Shamokin, Sunbury and Lewisburg Railroad Company. February 17, 1882.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount authorized by votes of company,	1,000,000 00
Amount subscribed,	1,000,000 00
Amount now paid in; common,	1,000,000 00
Number of shares issued,	20,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due May 1, 1912; bear interest at 5 per cent, which is payable May and November), amount,	\$1,000,000 00
Second mortgage bonds (due February 1, 1924; bear interest at 6 per cent, which is payable February and August), amount,	500,000 00
Total amount of funded debt,	\$1,500,000 00

DEBT—CONTINUED.

UNFUNDED DEBT.

Total amount of unfunded debt,	\$170,851 68
Total amount of funded and unfunded debt,	\$1,670,851 68
Funded debt as per last report,	\$1,500,000 00
Unfunded debt as per last report,	161,479 44

COST.

Cost of roads to November 30, 1887,	\$2,663,883 62
Cost of additions for the year ending November 30, 1888,	6,372 24
Total cost of roads owned to date,	2,670,255 86
Average of same per mile of road laid, 31.1 miles,	85,860 29

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Shamokin to West Milton,	31.10 miles
Length of single main track,	31.10 miles

SUMMARY.

Length of main line,	31.10 miles
Total length of all roads owned, leased and operated,	31.10 miles
Length of sidings and other tracks not above enumerated,	10.66 miles
Length of all tracks,	41.76 miles

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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TRACK.

Miles of track laid with steel rail on lines owned, leased or operated,	37.26
Miles of track laid with iron rail on lines owned, leased or operated,	4.50
	41.76

Weight of rail per yard, { Steel, 60, 66, 68, 70, 76 lbs.	
{ Iron, 50, 56, 64, 68 lbs.	

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	22
Iron bridges, number of, 16; aggregate length,	3,625 feet.
Wooden trestles, number of, 6; aggregate length,	3,253 feet.

Total length of bridges and trestles,	6,878 feet.
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CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth: Northern Central Railroad, at Sunbury; Lewisburg and Tyrone Railroad at Lewisburg.

Number of crossings of highways at grade, in this Commonwealth,	38
Number of crossings of highways over railroad,	3
Number of crossings of highways under railroad,	5
Number of crossings at which gates or flagmen are maintained,	1
Number of crossings at which there are neither gates nor flagmen,	37

STATIONS.

Number of fuel and water stations on main line,	3
Value of real estate held by the company, exclusive of roadway,	\$19,870 00

Material of foundation upon which track is laid: Wooden cross-ties, cinders, ashes and coal dirt ballast.

EQUIPMENT.

Furnished by lessee.

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Construction,	\$2,650,385 86
Real estate,	19,870 00
Cash,	284 14
Sundry debts,	562 13
	<u>\$2,671,102 13</u>
LIABILITIES.	
Capital stock,	\$1,000,000 00
First mortgage bonds,	1,000,000 00
Second mortgage bonds,	500,000 00
Unfunded debt,	170,851 68
Sundry credits,	250 45
	<u>\$2,671,102 13</u>

SHAMOKIN VALLEY AND POTTSVILLE RAILROAD COM-
PANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
G. B. Roberts,	President,	Philadelphia.
Stephen W. White,	Secretary,	Philadelphia.
Taber Ashton,	Treasurer,	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Wistar Morris,	Philadelphia.	N. P. Shortridge,	Wynnewood, Pa.
J. N. DuBarry,	Philadelphia.	Edmund Smith,	Philadelphia.
A. J. Cassatt,	Haverford College, Pa.	John P. Green,	Philadelphia.

Date of annual meeting for election of directors, first Monday in May.

GENERAL INFORMATION.

Name of road : Shamokin Valley and Pottsville Railroad.
By whom operated : Northern Central Railway Company.
By what authority : Lease for 999 years from February 27, 1863.
The general offices of the company are located at 233 South Fourth street, Philadelphia.
For information concerning this report, address T. Ashton, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original Company—Danville and Pottsville Railroad Company: Incorporated April 8, 1826. That company was succeeded in July, 1852, after foreclosure, by the Philadelphia and Sunbury Railroad Company, which was also sold under foreclosure by second mortgage bondholders, who formed the Shamokin Valley and Pottsville Railroad Company, incorporated March 25, 1858.
The Danville and Pottsville railroad was commenced in 1830, by Stephen Girard, but owing to his death was not completed; though a portion of it was operated for a time by certain owners of coal mines on the line. Upon acquiring the property in July, 1852, the Philadelphia and Sunbury Railroad Company began a reconstruction of the whole line, which was continued until the road was finished in its present shape.

CAPITAL STOCK.

Amount authorized by law,	\$1,500,000 00
Amount authorized by the votes of company,	869,450 00
Amount subscribed,	869,450 00
Amount now paid in, common,	869,450 00
Number of shares issued,	17,389
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due July 1, 1901; bear interest at 7 per cent., which is payable January 1 and July 1), amount, \$2,000,000 00

UNFUNDED DEBT.

Funded debt as per last report, 2,000,000 00

Total cash realized from capital stock and debt, 2,869,450 00

COST.

Cost of roads and coal lands owned to December 31, 1887, \$2,875,700 00

Total cost of roads and coal lands owned to date, 2,875,700 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line from Sunbury to Mt. Carmel,	27.30	27.30
Length of single main track,	27.30	27.30
BRANCHES.		
Lancaster branch from Junction S. V. and P. R. R., to coal colliery,	2.48	2.48
Length of road,	2.48	2.48
Length of single track,	2.48	2.48
SUMMARY.		
Length of main line,	27.30	27.30
Length of branches owned by the company,	2.48	2.48
Total length of all roads owned, leased and operated,	29.78	29.78
Length of sidings and other tracks not above enumerated,	21.65	21.65
Length of all tracks,	51.43	51.43

GAUGE.

Gauge of lines, 4 ft. 9 ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	34.46	34.46
Miles of track laid with iron rail on lines owned, leased or operated,	16.97	16.97

Weight of rail per yard, { Steel, 56, 60 & 70 lbs.
 { Iron, 56, 60 & 64 lbs.

TELEGRAPH LINES.

Length of lines in miles, 26.78; in Pennsylvania, 26.78

Number of miles of wire, 55.54; in Pennsylvania, 55.54

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 40

Wooden bridges, number of, 25; aggregate length, 1,074 feet.

Stone bridges, number of, 2; aggregate length, 20 feet.

Iron bridges, number of, 1; length, 33 feet.

Wooden trestles, number of, 12; aggregate length, 578 feet.

Total length of bridges and trestles, 1,705 feet.

CHARACTERISTICS OF ROAD—CONTINUED.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth: Northern Central railroad at 1480 feet east of Sunbury; Philadelphia and Erie railroad at 1270 feet west of Sunbury.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Philadelphia and Reading railroad at Fulton.

Number of crossings of highways at grade in this Commonwealth, .	49
Number of grade crossings at which gates or flagmen are maintained, .	1
Number of grade crossings at which there are neither gates nor flagmen,	48

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 6; freight, 6,	1	1
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	4	4

Material of foundation upon which track is laid: White oak ties, cinder and culm ballast.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: February 1, 1888, 3 per cent.; August 1, 1888, 3 per cent.

Paid in dividends, cash,	\$52,167
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SHAMOKIN VALLEY AND POTTSVILLE RAILROAD, NORTHERN CENTRAL RAILWAY COMPANY, LESSEE.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Sunbury to Mt. Carmel,	27.30	27.30
Length of single main track,	27.30	27.30
BRANCHES.		
Lancaster branch, from junction with Schuylkill Valley and Reading railroad to Hickory Ridge colliery,	2.48	2.48
	2.48	2.48
SUMMARY.		
Length of main line,	27.30	27.30
Length of branches owned by the company,	2.48	2.48
Length of sidings and other tracks not above enumerated,	23.50	23.50
	53.28	53.28

GAUGE.

Gauge of line, 4 ft. 9 in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	34.51	34.51
Miles of track laid with iron rail on lines owned, leased or operated, .	18.77	18.77
	53.28	53.28

Weight of rail per yard, { Steel, 56, 60 & 70 lbs.
 { Iron, 56, 60 & 64 lbs.

TELEGRAPH LINES.

Length of lines in miles, 26.78; in Pennsylvania, 26.78
 Number of miles of wire, 55.54; in Pennsylvania, 55.54

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 40
 Wooden bridges, number of, 25; aggregate length, 1,074 feet.
 Stone bridges, number of, 2; aggregate length, 20 feet.
 Iron bridges, number of, 1; length, 33 feet.
 Wooden trestles, number of, 12; aggregate length, 578 feet.
 Total length of bridges and trestles, 1,705 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth: Susquehanna division, Northern Central railway, at 1,480 feet east of Sunbury station; Eastern division, Philadelphia and Erie railroad, at 1,270 feet west of Sunbury station.

Railroads crossing lines owned by the company, over grade, in this Commonwealth: Philadelphia and Reading railroad, at 287 feet west of Fulton station.
 Number of crossings of highways at grade, in this Commonwealth, 49

CHARACTERISTICS OF ROAD—CONTINUED.

Number of crossings at which gates or flagmen are maintained, . . .	1
Number of crossings at which there are neither gates nor flagmen, . .	48

Statement of regulations governing employes in regard to these crossings: Enginemen are required to sound the engine whistle 1,000 feet from the road crossing, and to ring the bell until the same shall have been passed. Watchmen are required to warn travelers against crossing in front of an approaching train, and to exert every effort to prevent accident therefrom at the respective crossings.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	6	6
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line: Fuel, 1; water, 3, . .	4	4

Material of foundation upon which track is laid: Coal-dirt and cinder ballast.

Average number of cars in passenger trains, including mail, express and baggage cars,	3
Average number of cars in freight trains,	31
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	96
Average weight of freight trains, including locomotive and tender, in working order, in tons,	820

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	40,168
Number of miles run by freight and coal trains,	67,094
Total number of miles run,	107,262
Number of passengers carried one mile in Pennsylvania,	2,058,881
Net cost per mile for each passenger carried,	1.577 cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	408,600
Number of tons of 2,000 pounds of local freight for the year,	1,088,593
Number of tons of freight carried one mile,	34,213,305
Number of tons of freight carried one mile in Pennsylvania,	34,213,305
Gross amount of tonnage for the year (2,000 pounds per ton),	1,497,193
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	25
Average rate of speed adopted by freight trains, including stops (miles per hour),	15

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	1,025,802	Agricultural products,	53,445
Bituminous coal and coke,	185,048	Merchandise and manufactures,	92,628
Petroleum and other oils,	2,584	Live stock,	1,743
Pig iron,	4,996	Lumber,	82,299
Railroad iron,	1,293	Other articles,	14,441
Other iron or castings,	13,831		
Iron and other ores,	31	Total,	1,497,198
Stone and lime,	19,047		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through and local freight and through and local coal,	1.067 cen's.
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EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
January, 1888,	17,102	126,056	\$2,561 99
February, 1888,	16,917	120,484	2,567 44
March, 1888,	18,795	127,345	2,792 91
April, 1888,	19,132	132,863	2,909 65
May, 1888,	17,249	138,673	2,957 84
June, 1888,	23,552	151,863	3,149 91
July, 1888,	24,914	188,962	3,616 58
August, 1888,	28,242	195,469	3,895 23
September, 1888,	27,567	241,881	4,769 10
October, 1888,	29,870	228,246	4,471 93
November, 1888,	31,527	205,769	3,874 51
December, 1888,	26,243	201,530	4,013 50
Total,	281,110	2,058,881	\$41,680 59

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE AS
FOLLOWS:

For all classes, 2.12½ CENTS.

EARNINGS FOR THE YEAR—CONTINUED.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888, .	40,479	1,133,412	\$8,249 32	44,178	896,621	\$10,854 29	84,657	2,030,033	\$19,103 61
February, 1888, .	50,273	1,407,644	10,911 35	53,416	1,029,696	12,185 90	103,689	2,437,340	23,127 25
March, 1888, . .	32,827	919,156	6,520 01	65,652	1,371,215	17,730 60	98,479	2,290,371	24,250 61
April, 1888, . . .	28,272	791,616	5,458 32	89,359	1,893,360	23,401 68	117,631	2,681,976	28,860 00
May, 1888,	31,500	882,000	6,179 00	105,010	2,238,783	27,366 41	136,510	3,120,783	33,545 41
June, 1888,	28,030	784,810	4,864 81	130,070	2,723,218	35,161 02	158,100	3,508,058	40,025 86
July, 1888,	31,542	883,176	6,013 89	118,076	2,510,963	30,860 99	149,618	3,391,139	36,874 88
August, 1888, . . .	28,677	802,956	5,114 17	129,715	2,745,486	33,244 91	158,392	3,548,442	38,359 08
September, 1888, .	31,912	893,536	6,288 41	110,188	2,333,296	29,199 63	142,100	3,226,832	35,488 07
October, 1888, . .	34,801	974,428	6,788 86	115,130	2,466,993	31,375 88	149,931	3,441,421	38,164 74
November, 1888, .	34,101	951,828	6,184 73	87,507	1,830,686	23,834 71	121,608	2,785,514	30,019 44
December, 1888, .	36,186	1,013,208	6,232 80	40,297	732,188	10,862 67	76,483	1,745,396	17,095 47
Total,	408,600	11,440,800	\$78,835 73	1,088,598	22,772,505	\$286,078 69	1,497,198	34,213,305	\$364,914 42

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
January, 1888,	\$103 75	\$64 75	\$64 75	\$233 25
February, 1888,	103 75	56 28	85 54	245 57
March, 1888,	103 75	63 09	17 05	183 89
April, 1888,	103 75	64 76	86 97	253 48
May, 1888,	103 75	90 04	63 35	257 14
June, 1888,	103 74	85 12	44 84	233 70
July, 1888,	103 74	77 46	80 44	261 64
August, 1888,	103 75	92 41	29 50	225 66
September, 1888,	103 75	99 94	93 71	297 40
October, 1888,	103 75	127 33	101 69	332 77
November, 1888,	103 74	101 08	58 59	263 41
December, 1888,	103 75	141 28	49 11	294 14
Total,	\$1,212 97	\$1,063 54	\$775 54	\$3,082 05

RECAPITULATION.

Total passenger earnings for the year,	\$41,680 59
Total freight earnings for the year,	364,914 42
Total earnings from all other sources,	3,082 05
Total earnings for the year,	\$409,677 06
Proportion of earnings in Pennsylvania to earnings of whole line,	\$409,677 06

EXPENDITURES FOR OPERATING DURING THE YEAR.
CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$298 69	\$52 40	\$351 09
Agents,	666 02	2,485 62	3,151 64
Baggage masters,	807 16	807 16	807 16
Brakemen,	603 33	12,559 06	14,162 39
Cars, cleaning,	1,168 75	1,168 75	1,168 75
Car furniture and fixtures,	42 78	105 96	148 74
Car service,	1,915 28	41,151 90	43,367 18
Clerks,	937 76	4,526 31	5,464 07
Conductors and train agents,	964 88	5,163 73	6,128 61
Dispatchers,	314 49	1,905 48	2,219 97
Expenses of stations, except labor,	28 26	142 95	171 21
Foreign agencies,	12 56	362 32	374 88
Heating cars,	149 46	8 47	157 93
Heating stations,	58 98	175 99	234 97
Incidentals,	145 49	907 64	1,053 13
Insurance,	129 72	443 76	573 48
Labor at stations,	380 82	2,147 37	2,528 19
Legal expenses,	42 28	126 82	169 10
Lighting cars,	39 77	39 77	39 77
Lighting stations,	156 87	205 41	362 28
Loss and damage,	69 00	285 21	354 21
Mail expenses,	147 96	147 96	147 96
Oil for lamps,	76 69	236 25	312 94
Stationery and printing,	520 12	1,074 72	1,594 84
Stations, repairs of and furniture for,	153 90	298 94	452 84
Superintendents,	268 44	804 71	1,073 15
Switchmen,	3 24	9 63	12 84
Taxes, "State,"	280 55	1,900 27	2,180 82
Telegraph expenses,	1,219 01	3,661 38	4,880 39
Watchmen,	46 75	325 73	372 48
Wrecks, clearing,	241 33	241 33	241 33
Total,	\$11,648 98	\$82,609 36	\$94,258 34

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemen and firemen, passenger,	\$1,960 91		\$1,960 91
Enginemen and firemen, freight,		\$10,042 22	10,042 22
Engine houses and machine shops, etc., re- pairs of,	227 25	681 75	909 00
Fuel for heating,	2 61	7 84	10 45
Fuel for locomotives,	2,813 48	20,245 38	23,058 86
Incidentals,	207 13	621 40	828 53
Laborers,	1,172 08	3,516 24	4,688 32
Locomotive furniture and fixtures,	149 57	448 72	598 29
Locomotives, repairs of,	2,265 06	12,604 42	14,869 48
Oil for locomotives,	50 73	234 01	284 74
Sand for locomotives,	85 74	257 20	342 94
Stationery and printing,	15 45	46 35	61 80
Tallow for locomotives,	52 29	223 29	275 58
Tools and machinery, repairs of,	5 75	17 27	23 02
Waste for locomotives,	61 17	224 84	286 01
Water, wood and coal stations, expenses and repairs of,	658 50	1,975 52	2,634 02
Total,	\$9,727 72	\$51,146 45	\$60,874 17
MAINTENANCE OF WAY.			
Ballast,	\$200 76	\$602 29	\$803 05
Bridges, repairs of,	508 84	1,526 54	2,035 38
Cars, repairs of (in M. of W. service),	5 81	17 42	23 23
Clerks,	43 65	130 97	174 62
Cross-ties,	1,905 67	5,717 03	7,622 70
Expenses on property,	376 67	1,130 00	1,506 67
Frogs,	106 82	320 47	427 29
Incidentals,	45	1 35	1 80
Oil, tallow, waste, etc.,	4 94	14 82	19 76
Rails, iron,	28 50	85 50	114 00
Rails, steel,	1,054 46	3,113 39	4,217 85
Road-bed, repairs of, labor and material,	1,099 65	3,298 94	4,398 59
Snow and ice, removing,	142 19	426 58	568 77
Spikes,	96 81	290 43	387 24
Splices,	805 73	2,417 19	3,222 92
Stationery and printing,	9 48	28 44	37 92
Superintendents and supervisors,	389 47	1,168 43	1,557 90
Switches,	201 33	603 99	805 32
Taxes on real estate for road,	87 08	261 25	348 33
Telegraph, repairs of,	66 92	200 75	267 67
Tools and repairs of tools,	64 53	193 58	258 11
Track, repairing,	2,683 26	8,049 70	10,732 96
Watchmen,	4 25	12 75	17 00
Total,	\$9,887 27	\$29,661 81	\$39,549 08
MAINTENANCE OF CARS.			
Car shops and sheds, repairs of,	\$0 15	\$ 44	\$0 59
Cars, repairs of freight,		13,601 82	13,601 82
Cars, repairs of passenger, baggage, express and postal,	77 00		77 00
Incidentals,	7 72	23 15	30 87
Oil, tallow, waste, etc.,	55 15	1,325 51	1,380 66
Tools and repairs of tools,	1 96	5 90	7 86
Total,	\$141 98	\$14,956 82	\$15,098 80
GENERAL EXPENSES.			
Advertising,	\$2 47	\$7 43	\$9 90
Attendants,	33 52	100 57	134 09
Clerks,	604 54	1,813 60	2,418 14
Fuel and light,	6 21	18 65	24 86
Incidentals and legal expenses,	43 71	131 12	174 83
Office expenses, repairs and furniture,	85 61	256 84	342 45
Salaries of president and other officers,	243 97	731 91	975 88
Stationery and blanks,	45 20	135 61	180 81
Total,	\$1,065 23	\$2,195 73	\$1,260 96

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$41,680 59
Freight transportation, local, \$286,078.69; through, \$78,835.73; total, .	364,914 42
Mail service, \$1,242.97; express service, \$1,063.54; total,	2,306 51
Miscellaneous,	775 54
Total,	\$409,677 06

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$11,648 98	\$82,609 36	\$94,258 34
Motive power,	9,727 72	51,146 45	60,874 17
Maintenance of way,	9,887 27	29,661 81	39,549 08
Maintenance of cars,	141 98	14,956 82	15,098 80
General expenses,	1,065 23	3,195 73	4,260 96
Total operating expenses,			\$214,041 35

Operating expenses, 52.25 per cent. of earnings.

Earnings per mile of road operated, \$15,006 49

Expenses per mile of road operated, 7,840 34

Net earnings, \$7,166 15

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : Adams Express Company, at a fixed percentage of gross receipts.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service : \$45.32 per mile for 27.47 miles, dependent on the amount of service performed ; no contract made with the Postoffice Department.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	.. .	.. .	.. .	1	.. .	1
Employes,	6	4	.. .	1	6	5
Others, . . . . .	.. .	.. .	2	2	2	2
Total,	6	4	2	4	8	8

SHARON RAILWAY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
E. A. Wheeler,	President,	Sharon, Pa.
John H. Dynes,	Secretary,	Cleveland, Ohio.
Charles Hall,	Treasurer,	Sharon, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
P. L. Kimberly,	Sharon, Pa.	J. J. Pierce,	Sharpsville, Pa.
J. J. Spearman,	Sharon, Pa.	Charles Latimer,	Cleveland, Ohio.
Norman Hall,	Sharon, Pa.	Fayette Brown,	Cleveland, Ohio.
Simon Perkins,	Sharon, Pa.		

GENERAL INFORMATION.

Name of road : The Sharon Railway.

By whom operated : The New York, Pennsylvania and Ohio Railroad Company.

By what authority : Lease.

The general offices of the company are located at Sharon, Pa.

CAPITAL STOCK.

Amount authorized by law,	\$500,000 00
Amount authorized by votes of the company,	500,000 00
Amount now paid in, common,	426,950 00
Number of shares issued,	8,539
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

One hundred and fifty-six bonds (due February 1, 1890, bear interest at 7 per cent., which is payable February 1 and August 1), amount,	\$156,000 00
Total amount of funded debt,	582,950 00

COST.

Cost of road owned to December 31, 1887,	\$584,486 18
Average of same per mile of road laid,	23,000 00
Proportion of same for Pennsylvania,	23,000 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penna.
Length of main line from Sharon to Pymatuning,	7.76	7.76
BRANCHES.		
Middlesex extension branch from Ferrons to West } Length of road,	6.82	6.82
Sharpville extension branch from Boyecto Sharps- } Length of road,	1.56	1.56
Butler County branch from Sharon to coal mines, } Length of road,	2.67	2.67
SUMMARY.		
Length of main line,	7.76	7.76
Length of branches owned by the company,	11.05	11.05
Total length of all roads owned, leased and operated,	18.81	18.81
Length of sidings and other tracks not above enumerated,	7.02	7.02
Length of all tracks,	25.83	25.83

GAUGE.

Gauge of lines, 4 ft. 8½ ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	14	14
Miles of track laid with iron rails on lines owned, leased or operated, .	4.81	4.81
Weight of rail per yard, } Steel,		60 lbs.
	} Iron,	60 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles owned by the company,	37
Wooden bridges, number of, 1; length,	300
Iron bridges, number of, 1; length,	100
Wooden trestles, number of, 35; aggregate length,	1,933
Total length of bridges and trestles,	2,370

CROSSINGS.

Railroad crossings at grade, lines owned by the company in this Commonwealth : Sharon Iron Works track, at Sharon ; Bethel Railroad at Middlesex.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth : Erie and Pittsburgh railroad at Sharon (under).

Number of crossings of highways at grade, in this Commonwealth,	18
Number of grade crossings at which there are neither gates nor flagmen,	18

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	7	7
Value of real estate held by the company, exclusive of roadway, . . .	\$26,500 00	

Material of foundation upon which track is laid : Furnace cinder and gravel ballast.

EQUIPMENT.

Road not equipped. Leased to the New York, Pennsylvania and Ohio Company, to whose report reference is made for information of this character.

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$584,486 18
Cash,	13,693 52
	<u>\$598,179 70</u>

LIABILITIES.

Capital stock,	\$426,950 00
Bonds payable,	156,000 00
Profit and loss,	15,229 70
	<u>\$598,179 70</u>

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year: March 1 and September 1, 3 per cent. each.

Paid in dividends, cash,	<u>\$25,441 50</u>
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SHARON AND STATE LINE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Thomas Tanner,	President,	Sharon, Pa.
David Adams,	Secretary and Treasurer, . .	Sharon, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
F. H. Buhl,	Sharon, Pa.	Thomas Tanner,	Sharon, Pa.
D. Adams,	Sharon, Pa.		

Name of road : Sharon and State Line Railroad.

By whom operated : Road not opened.

CAPITAL STOCK.

Amount authorized by law,	\$60,000 00
Amount subscribed,	4,000 00
Amount now paid in,	400 00
Amount paid in on each share,	5 00
Par value of each share,	50 00

DEBT.

Total cash realized from capital stock and debt,	\$400 00
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CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line (not constructed), from State Line to Borough of Sharon,	2	2
SUMMARY.		
Length of main line (not constructed),	2	2

SHARPSVILLE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. V. Patton,	President,	Pittsburgh, Pa.
J. B. Washington,	Vice President,	Pittsburgh, Pa.
S. K. Harris,	Secretary,	Pittsburgh, Pa.
J. B. Washington,	Treasurer,	Pittsburgh, Pa.
W. L. Washington,	Auditor,	Pittsburgh, Pa.
J. V. Patton,	General Manager,	Pittsburgh, Pa.
Wm. Truby,	Superintendent,	Sharpsville, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
oJ. B. Washington, . . .	Pittsburgh, Pa.	*Wm. A. Baldwin, . . .	Pittsburgh, Pa.
J. B. Caven,	Pittsburgh, Pa.	T. D. Messler,	Pittsburgh, Pa.
N. C. Griswold,	Pittsburgh, Pa.	J. J. Pierce,	Sharpsville, Pa.
B. F. Young,	Pittsburgh, Pa.	†E. B. Taylor,	Allegheny, Pa.

Date of annual meeting for election of directors, January 9, 1888.

GENERAL INFORMATION.

Name of road: Sharpsville Railroad.

By whom operated: Itself.

By what authority: Laws of Pennsylvania.

The general offices of the company are located at Pittsburgh, Pa.

For information concerning this report, address W. L. Washington, Auditor, Pittsburgh, Pa.

How are the passenger cars on your road heated, lighted and ventilated: Coal and oil.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Sharpsville Railroad was organized March 25, 1876.

The original corporation was the Sharpsville and Oakland Railroad Company, which was organized January 25, 1866.

CAPITAL STOCK.

Amount authorized by law,	\$350,000 00
Amount subscribed,	350,000 00
Amount now paid in, common,	350,000 00
Number of shares issued,	7,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

oVice President, *ex-officio* director.

*Resigned April 7, 1888.

†Elected in place of Wm. A. Baldwin, April 7, 1888.

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment

or purchase of property, \$60,000 00

Debt incurred for any other purpose, and for what, 25,734 33

Total amount of unfunded debt, \$85,734 33

Total cash realized from capital stock and debt, \$435,734 33

COST.

Cost of roads owned to September 30, 1887, \$418,468 30

Cost of additions for the year ending September 30, 1888, 3,141 24

Total cost of roads owned to date, 421,609 54

Average of same per mile of road laid, 18,713 25

Average of same per mile of single track, 18,713 25

Proportion of same for Pennsylvania, 18,713 25

Cost of equipment owned to September 30, 1887, 24,356 19

Cost of equipment additions for the year ending September 30, 1888, 2,500 00

Total cost of equipment owned, 26,856 19

Average cost of equipment per mile of road owned by the company, 1,192 02

Average cost of equipment per mile of road operated by company, 1,192 02

Proportion of same for Pennsylvania, 1,192 02

Cost of road and equipment per mile (of road owned by company), 19,905 27

Proportion of same for Pennsylvania, 19,905 27

Total cost of roads and equipment, 448,465 73

Proportion of same for Pennsylvania, 418,465 73

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Wilmington Junction to Sharpsville, . . .	17.00	17.00
Length of single main track,	17.00	17.00
BRANCHES.		
Lackawannock Branch, from Lackawannock Junction to Lackawannock Mines, length of road, . . . . .	.80	.80
Furnace Branch, from in borough of Sharpsville, length of road, . . .	.92	.92
Sharon Branch, from Sharpsville to Sharon, * length of road, . . .	.75	.75
Neshannock Branch, from Summit to Neshannock, length of road, . .	1.06	1.06
SUMMARY.		
Length of main line,	17.00	17.00
Length of branches owned by the company,	3.53	3.53
Length of sidings and other tracks not above enumerated,	2.00	2.00
Length of all tracks,	22.53	22.53

*Sharon Branch projected to Sharon, Pa., only .75 at present built.

GAUGE.

Gauges of lines, 4 ft. 8 $\frac{3}{4}$ ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	3.53	3.53
Miles of track laid with iron rail on lines owned, leased or operated, .	19.00	19.00

Weight of rail per yard, } Steel, 56 and 60 lbs.
 } Iron, 56 lbs.

CHARACTERISTICS OF ROAD—CONTINUED.

BRIDGES AND TRESTLES

Number of bridges and trestles on lines owned by the company, . . .	8
Wooden bridges, number of, 4; aggregate length,	140 feet
Iron bridges, number of, 1; length,	40 feet
Wooden trestles, number of, 3; aggregate length,	220 feet
Total length of bridges and trestles,	400 feet

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth: Erie and Pittsburgh Railroad, at Sharpsville; Middlesex and Bethel Railroad, at Bethel.

Number of crossings of highways at grade in this Commonwealth. .	21
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	1
Number of crossings at which there are neither gates nor flagmen, .	23

Statement of regulations governing employees in regard to these crossings: Warning given by engine whistle and bell.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line,	6	6
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	2	2

Material of foundation upon which track is laid: Cross-ties on gravel and cinder ballast.

EQUIPMENT.

Locomotives,	4
Passenger cars, second class, combination car,	1
Total passenger cars,	1
Freight cars, 8-wheel,	7
Total freight cars,	7

Train brake in use: Hand brake.

Average number of cars in trains,	13
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EMPLOYES.

Average number of persons regularly employed by company, including officials,	38
Same in Pennsylvania,	38

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Total number of miles run by passenger, freight and coal trains, . .	24,718
Number of passengers carried one mile in Pennsylvania,	57,186
Number of tons of 2,000 pounds of through and local freight for the year,	208,865.4
Number of tons of freight carried one mile,	3,221,257
Number of tons of freight carried one mile in Pennsylvania,	3,221,257
Gross amount of tonnage for the year (2,000 pounds per ton),	208,865.4
Average rate of speed adopted by ordinary passenger, express and freight trains, including stops (miles per hour), about	10

DOINGS OF THE YEAR—CONTINUED.

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Coal,	37,418.3	Stone and lime,	32,463.95
Coke,	90,985.3	Agricultural products,	64.4
Petroleum and other oils,	3.8	Lumber,	1,566.8
Pig iron,	10,671.6	Other articles,	2,354
Other iron or eastings,	436.2		
Iron and other ores,	32,901.05	Total,	208,865.4

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

October, 1887,	\$164 72
November, 1887,	151 18
December, 1887,	243 10
January, 1888,	176 93
February, 1888,	183 68
March, 1888,	272 00
April, 1888,	174 10
May, 1888,	142 28
June, 1888,	225 53
July, 1888,	187 60
August, 1888,	171 68
September, 1888,	291 00
Total,	\$2,383 88

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

Average rate per passenger per mile,	4.17 cts
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FROM TRANSPORTATION OF FREIGHT.

October, 1887,	\$4,866 12
November, 1887,	4,954 40
December, 1887,	5,292 30
January, 1888,	3,077 40
February, 1888,	2,944 30
March, 1888,	2,616 00
April, 1888,	2,584 10
May, 1888,	3,680 90
June, 1888,	3,219 20
July, 1888,	3,523 60
August, 1888,	3,186 40
September, 1888,	2,540 10
Total,	\$42,485 40

FROM ALL OTHER SOURCES.

MONTHS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
October, 1887,	\$6 70	\$40 00	
November, 1887,	5 15		
December, 1887,	5 05		
January, 1888,	85		
February, 1888,	25		
March, 1888,	40		
April, 1888,	1 05		
May, 1888,			
June, 1888,	50		
July, 1888,			
August, 1888,	75		
September, 1888,	25		
Total,	\$20 95	\$40 00	\$60 95

EARNINGS FOR THE YEAR—CONTINUED.

RECAPITULATION.

Total passenger earnings for the year,	\$2,383 82
Total freight earnings for the year,	42,485 43
Total earnings from all other sources,	60 95
Total earnings for the year,	<u>\$44,930 20</u>
Total receipts from all sources on whole length of line,	\$44,930 20
Proportion of earnings in Pennsylvania to earnings of whole line,	<u>44,930 20</u>

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$2,361 24
Land or land damages,	780 00
Locomotives, second hand, number, 1,	2,500 00
Total,	<u>\$5,641 24</u>
Proportion for Pennsylvania,	<u>5,641 24</u>

CONDUCTING TRANSPORTATION.

Agents,	\$1,660 10
Brakemen,	2,983 79
Car service,	1,629 12
Conductors,	1,905 20
Heating stations,	25 13
Incidentals,	174 45
Insurance,	150 00
Loss and damage,	5 00
Stationery and printing,	419 94
Superintendents,	1,800 00
Watchmen, crossing,	362 25
Total,	<u>\$11,114 98</u>

MOTIVE POWER.

Enginemen,	\$2,056 72
Firemen,	1,413 10
Engine houses and machine shops, etc., repairs of,	416 58
Cleaning engines and cars,	817 97
Fuel for locomotives,	3,090 26
Locomotives, repairs of,	2,403 84
Oil for locomotives, tallow and waste,	286 70
Fuel for shops,	19 69
Contingent expenses,	26 40
Water, wood and coal stations, expenses and repairs of,	28 53
Total,	<u>\$10,559 79</u>

MAINTENANCE OF WAY.

Cross-ties,	\$2,158 10
Ditching,	1,127 37
Turn-tables,	183 10
Fences,	275 15
Rails, steel,	1,157 15
Road-bed, repairs of, labor and material,	2,006 48
Spikes and splices,	355 97
Tools and repairs of tools,	27 51
Total,	<u>\$7,290 83</u>

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MAINTENANCE OF CARS.

Cars, repairs of freight,	\$317 63
Cars, repairs of passenger, baggage, express and postal,	53 42
Total,	\$371 05

GENERAL EXPENSES.

Legal expenses,	\$186 07
Salaries of president and other officers, general expenses,	1,273 00
Taxes,	1,140 30
Total,	\$2,599 37

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$2,383 80
Freight transportation, local and through,	42,485 40
Mail and express service,	20 90
Miscellaneous,	40 00
Total,	\$44,930 10

EXPENSES—SUMMARY.

Conducting transportation,	\$11,114 90
Motive power,	10,559 70
Maintenance of way,	7,290 80
Maintenance of cars,	371 00
General expenses,	2,599 40
Total operating expenses,	\$31,936 00
Expenditures charged to cost of road, real estate and equipment during the year,	5,641 20
Total expenditures during the year,	\$37,577 20

Operating expenses: 71.79 per cent. of earnings.

Earnings per mile of road operated,	\$2,642 90
Expenses per mile of road operated,	2,210 40
Net earnings,	12,994 10

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$421,609 50
Equipment,	26,856 10
Material on hand,	350 00
Suspense account,	424 40
Accounts receivable,	8,039 20
Uncollected revenue,	6,208 00
Total,	\$463,487 20

LIABILITIES.

Capital stock,	\$350,000 00
Profit and loss,	19,713 80
Bills payable,	60,000 00
Accounts payable,	33,773 40
Total,	\$463,487 20

SHEFFIELD AND SPRING CREEK RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Walter Horton,	President,	Sheffield, Pa.
Webb Horton,	Vice President,	Middletown, N. Y.
Jerry Crary,	Secretary and General Sup't,	Sheffield, Pa.
Charles Sigel,	Treasurer,	Sheffield, Pa.
A. H. Bailey,	Auditor,	Sheffield, Pa.
Isaac Horton,	General Manager,	Sheffield, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Walter Horton,	Sheffield, Pa.	J. F. Schoellkopf,	Buffalo, N. Y.
Webb Horton,	Middletown, N. Y.	C. W. R. Radeker,	Sheffield, Pa.
Jerry Crary,	Sheffield, Pa.	John McNair,	Sheffield, Pa.
George Horton,	Sheffield, Pa.	J. H. Horton,	Sheffield, Pa.
Isaac Horton,	Sheffield, Pa.		

Date of annual meeting for election of directors, second Wednesday in January.

GENERAL INFORMATION.

Name of road : Sheffield and Spring Creek Railroad.

By whom operated : Tionesta Valley Railroad.

By what authority : Commonwealth of Pennsylvania.

The general offices of the company are located at Sheffield, Warren county, Pa.

For information concerning this report, address A. H. Bailey.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount now paid in,	3,000 00
Number of shares issued,	400
Amount paid in on each share,	7 50
Par value of each share,	100 00

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

The Sheffield and Spring Creek Railroad was leased to the Tionesta Valley Railroad December 1, 1884, and report of same is included in report of the Tionesta Valley Railroad.

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Sheffield Junction to Duhrings, 8 miles.

SHENANGO VALLEY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Joseph N. McClure,	President,	Sharon, Mercer county, Pa.
Charles F. Phillips,	Secretary,	Sharon, Mercer county, Pa.
James S. Fruit,	Treasurer,	Sharon, Mercer county, Pa.
H. Leach,	Chief Engineer,	Sharon, Mercer county, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John Phillips,	Sharon, Pa.	John C. Owsley,	Sharon, Pa.
Joseph Forker,	Sharon, Pa.	Frank H. Buhl,	Sharon, Pa.
Enoch Filer,	Sharon, Pa.	Walter Pierce,	Sharpsville, Pa.
Samuel McClure,	Sharon, Pa.	George D. Kelly,	Sharpsville, Pa.
James S. Fruit,	Sharon, Pa.		

Date of annual meeting for election of directors, second Monday of January in each year.

GENERAL INFORMATION.

Name of road: Shenango Valley Railroad.

By whom operated: L. S. and M. S. Railway Company.

By what authority: Lease.

The general offices of the company are located at No. 7 Vine street, Sharon, Mercer county, Pa.

For information concerning this report, address Joseph N. McClure, Sharon Mercer county, Pa.

How are the passenger cars on your road heated, lighted and ventilated? See L. S. and M. S. Railway Company report.

CAPITAL STOCK.

Amount authorized by law,	\$60,000 00
Amount authorized by votes of company,	60,000 00
Amount subscribed,	60,000 00
Amount now paid in, common,	6,000 00
Amount paid in on each share,	10 per cent

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$111,858
Total amount of unfunded debt,	\$111,858
Total cash realized from capital stock and debt,	6,000

COST.

Total cost of roads owned to date,	\$111,858 98
Average of same per mile of road laid (1.77),	63,197 16
Proportion of same for Pennsylvania,	111,858 98
Cost of road and equipment per mile (of road owned by company) .	63,197 16
Proportion of same for Pennsylvania,	111,858 98
Total cost of roads and equipment,	111,858 98
Proportion of same for Pennsylvania,	111,858 98

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from State Line Ohio and Pennsylvania to north line of borough of Sharon,	1.77	1.77
SUMMARY.		
Length of main line,	1.77	1.77
Total length of all roads owned, leased and operated,	1.77	1.77

Gauge of lines, 4 ft. 8½ in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	1.77	1.77
Weight of rail per yard, steel,	60 lbs.	

SHERRICK RUN RAILWAY COMPANY

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
H. C. Frick,	President,	Pittsburgh, Pa.
Chas. H. Spencer,	Secretary,	Pittsburgh, Pa.
G. B. Bosworth,	Treasurer,	Pittsburgh, Pa.
W. F. McCook,	General Solicitor,	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
H. C. Frick,	Pittsburgh, Pa.	W. F. McCook,	Pittsburgh, Pa.
Henry Phipps, Jr.,	Pittsburgh, Pa.	O. H. Spencer,	Pittsburgh, Pa.
D. A. Stewart,	Pittsburgh, Pa.	G. B. Bosworth,	Pittsburgh, Pa.
John Walker,	Pittsburgh, Pa.		

Date of annual meeting for election of directors, second Monday of January.

GENERAL INFORMATION.

Name of road : The Sherrick Run Railway.

By whom operated : Not in operation.

The general offices of the company are located at 104 Fifth Avenue Pittsburgh, Pa.

For information concerning this report, address W. F. McCook, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Sherrick Run Railway Company was incorporated July 19, 1883, as per letters patent.

CAPITAL STOCK.

Amount authorized by law,	\$500,000 00
Amount authorized by votes of company,	500,000 00
Amount subscribed,	500,000 00
Amount now paid in, common,	50,000 00
Amount paid in on each share,	5 00
Par value of each share,	50 00

SINNEMAHONING VALLEY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
F. H. Goodyear,	President,	Buffalo, N. Y.
C. W. Goodyear,	Vice President,	Buffalo, N. Y.
N. N. Metcalf,	Secretary,	Forest House, Pa.
E. O. Cheney,	Treasurer and Auditor,	Buffalo, N. Y.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
F. H. Goodyear,	Buffalo, N. Y.	M. M. Griffin,	Wrights', Pa.
D. Burlingame,	Sizeville, Pa.	I. L. Craven,	Emporium, Pa.
N. N. Metcalf,	Austin, Pa.	H. A. Avery,	Forest House, Pa.
L. Taggart,	Emporium, Pa.		

GENERAL INFORMATION.

Name of road : Sinnemahoning Valley Railroad.

By whom operated : Sinnemahoning Valley Railroad Company.

By what authority : State of Pennsylvania.

The general offices of the company are located at Buffalo, N. Y.

For information concerning this report, address E. O. Cheney, Buffalo, N. Y.

How are the passenger cars on your road heated, lighted and ventilated? Heated with coal ; lighted with kerosene oil.

CAPITAL STOCK.

Amount authorized by law,	\$90,000 00
Amount now paid in, common,	90,000 00
Number of shares issued,	900
Amount paid in on each share,	100 00
Par value of each share,	100 00

COST.

Cost of roads owned to December 31, 1887,	\$90,000 00
Proportion of same for Pennsylvania,	90,000 00

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Keating Summit, Pa., to Costello, Pa., 12.23 miles.

SUMMARY.

Length of main line, 12.23 miles.
 Total length of all roads owned, leased and operated, 12.23 miles.

CHARACTERISTICS OF ROAD—CONTINUED.

GAUGE.	
Gauge of lines,	4 ft. 9 ins.
TRACK.	
Miles of track laid with steel rail on lines owned, leased or operated,	12.2
Weight of rail per yard, steel,	63, 70 and 72 lbs.
BRIDGES AND TRESTLES.	
Number of bridges and trestles on lines owned by the company,	6
Wooden bridges, number of, 1; length,	80 feet
Wooden trestles, number of, 5; aggregate length,	425 feet

CROSSINGS.	
Number of crossings of highways at grade, in this Commonwealth,	2

Statement of regulations governing employ es in regard to these crossings : Extra caution, usual sounding of whistle and ringing of bell.

STATIONS.	
Number of stations on main line, passenger, 2; freight, 2,	2
Number of engine houses and shops owned by the company,	2
Number of fuel and water stations on main line,	2

EQUIPMENT.	
Locomotives,	2
Baggage, mail and express cars,	2
Postal cars (letter and storage),	2

Train brake in use : Hand brakes ; engines equipped with American steam brake and Beal's brake.

DOINGS OF THE YEAR.	
TRANSPORTATION AND TOTAL MILES RUN.	
Number of miles run by miscellaneous trains,	15,02
Number of passengers carried one mile in Pennsylvania,	94,02
Number of tons of 2,000 pounds of local freight for the year,	143,20
Number of tons of freight carried one mile,	1,751,33

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.	
Agricultural products, merchandise and manufactures, live stock and lumber,	143,20

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.	
For local freight and coal, per ton per mile, . . . . .	.0194 cents

EARNINGS FOR THE YEAR.	
From transportation of passengers,	\$4,701 4

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AND FOLLOWS:	
For first-class through passengers,	5 cents
For first-class way passengers,	5 cents
From transportation of freight, tons,	143,20
From transportation of freight, amount,	\$33.970 0

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

Mails,	\$245 05
Express,	782 55
Miscellaneous,	183 00
Total,	<u>\$1,210 60</u>

RECAPITULATION.

Total passenger earnings for the year,	\$4,701 48
Total freight earnings for the year,	33,970 01
Total earnings from all other sources,	1,210 60
Total receipts from all sources on whole length of line,	<u>\$39,882 09</u>
Proportion of earnings in Pennsylvania to earnings of whole line,	<u>\$39,882 09</u>

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Advertising,	\$35 00
Brakemen,	1,050 49
Car service and mileage,	688 72
Clerks,	1,000 00
Conductors and train agents,	1,495 49
Insurance,	74 00
Stationery and printing,	560 57
Taxes, State,	416 10
Watchmen,	821 34
Wrecks, clearing,	300 00
Total,	<u>\$6,441 71</u>

MOTIVE POWER.

Enginemen and firemen, passengers and freight,	\$3,162 20
Fuel for locomotives,	8,345 22
Oil for locomotives,	1,208 14
Sand for locomotives,	223 14
Total,	<u>\$12,938 70</u>

MAINTENANCE OF WAY.

Incidentals,	\$2,623 63
Track repairing,	6,759 16
Total,	<u>\$9,382 79</u>

MAINTENANCE OF CARS.

Car shops and sheds, repair of,	\$1,250 71
Cars, repairs of passenger, baggage, express and postal,	2,304 89
Total,	<u>\$3,555 60</u>

GENERAL EXPENSES.

Clerks,	\$2,164 00
Salaries of president and other officers,	6,000 00
Total,	<u>\$8,164 00</u>

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$4,701 48
Freight transportation, local and through,	33,970 01
Mail service, \$245.05; express service, \$782.55; total,	1,027 60
Miscellaneous,	183 00
Total,	<u>\$39,882 09</u>

EXPENSES—SUMMARY.	
Conducting transportation,	\$6,441 71
Motive power,	12,938 70
Maintenance of way,	9,382 79
Maintenance of cars,	3,555 60
General expenses,	8,164 00
Total operating expenses,	\$40,482 80
Total expenditures during the year,	\$40,482 80
Earnings per mile of road operated,	\$3,261 00
Expenses per mile of road operated,	3,310 12
Deficit,	49 12

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: American ; 21 cents per 100 pounds.

SLATE RIDGE AND DELTA RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Foulk Jones,	President,	Slate Hill, Pa.
John Macombbee,	Secretary,	Delta, Pa.
S. G. Boyd,	Treasurer,	York, Pa.
Horace Keesey,	General Solicitor,	York, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Robert S. Parke,	Delta, Pa.	S. G. Boyd,	York, Pa.
John Macombbee,	Delta, Pa.	A. C. McCreedy,	Delta, Pa.
Edgar Mobly,	Bryansville, Pa.	Asa Jones,	Delta, Pa.
John S. Meliwin,	Fawn Grove, Pa.	W. H. Waters,	Watervale, Md.
H. W. Ramsay,	Delta, Pa.	J. P. Streett,	The Rocks, Md.

GENERAL INFORMATION.

Name of road : Slate Ridge and Delta Railway.

By whom operated : By the Maryland Central Railroad Company.

The general offices of the company are located at Slate Hill, Pa.

For information concerning this report, address Wm. Gilmor, President, Maryland Central Railroad, Baltimore, Md.

CAPITAL STOCK.

Amount subscribed,	\$4,500 00
Amount now paid in, common,	3,200 00
Number of shares issued,	60

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Delta Station, Y. and P. Railroad to Maryland State line,	1	1
Length of single main track,	1	1
SUMMARY.		
Length of main line,	1	1

GAUGE.

Gauge of lines,	3 feet.
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TRACK.

Miles of track laid with steel rail on lines owned, leased or operated,	1 mile.
Weight of rail per yard, steel,	40 lbs.

CHARACTERISTICS OF ROAD—CONTINUED.

CROSSINGS.

Number of crossings of highways at grade, in this commonwealth, .	3
Number of crossings at which there are neither gates nor flagmen, .	3

Statement of regulations governing employes in regard to these crossings: Engine whistles to be blown four (4) times when 600 yards distant, as notice of approach of train.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	2	2
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	1	1

Material of foundation upon which track is laid: Gravel.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	AMOUNT.
January, 1888,	366	\$9 21
February, 1888,	330	9 19
March, 1888,	339	9 40
April, 1888,	354	10 20
May, 1888,	399	11 25
June, 1888,	346	9 97
July, 1888,	510	14 69
August, 1888,	708	18 78
September, 1888,	380	10 86
October, 1888,	721	17 23
November, 1888,	420	12 30
December, 1888,	485	15 10
Total		

FROM TRANSPORTATION OF FREIGHT.

January, 1888,	\$9 46
February, 1888,	11 11
March, 1888,	21 57
April, 1888,	16 30
May, 1888,	12 46
June, 1888,	11 30
July, 1888,	4 59
August, 1888,	10 72
September, 1888,	14 44
October, 1888,	23 74
November, 1888,	18 61
December, 1888,	19 48
Total,	

SLATE RUN RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
James B. Weed,	President,	Binghamton, N. Y.
William S. Hill,	Secretary,	Binghamton, N. Y.
F. M. Weed,	Treasurer,	Binghamton, N. Y.
William H. Jessup,	General Solicitor,	Montrose, Pa.
A. P. Bovier,	Chief Engineer,	Elmira, N. Y.
E. C. Rodman,	General Superintendent,	Slate Run, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
William H. Jessup, . . .	Montrose, Pa.	William H. Jessup, Jr.,	Montrose, Pa.
Fred. M. Weed,	Binghamton, N. Y.	George S. Jessup, . . .	Montrose, Pa.
Hunting C. Jessup, . . .	Montrose, Pa.	William S. Hill,	Binghamton, N. Y.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount now paid in, common,	75,000 00
Number of shares issued,	750
Amount paid in on each share,	100 00

COST.

Cost of roads owned to December 31, 1887,	\$65,757 31
Cost of additions for the year ending December 31, 1888,	8,495 82
Total cost of roads owned to date,	74,253 13
Average of same per mile of road laid,	4,950 00
Proportion of same for Pennsylvania,	4,950 00
Cost of equipment owned to December 31, 1887,	9,242 69
Cost of equipment additions for the year ending December 31, 1888,	1,422 00
Total cost of equipment owned,	10,664 69
Average cost of equipment per mile of road owned by the company,	711 60

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line from Slate Run to terminus,	12	12
Length of single main track,	12	12
Length of second main track,	3	3
SUMMARY.		
Length of main line,	12	12
Length of sidings and other tracks not above enumerated,	3	3
Length of all tracks,	15	15

CHARACTERISTICS OF ROAD—CONTINUED.

GAUGE.

Gauge of lines, 3 feet.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	15	15

Weight of rail per yard, steel, 30 lbs.

CROSSINGS.

Number of crossings of highways, at grade, in this Commonwealth, 3
 Number of crossings at which there are neither gates nor flagmen, . 3

STATIONS.

Number of stations on main line, freight, 1

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	1	\$4,500 00
Freight cars, 8-wheel,	31	200 00
Total freight cars,	31	\$200 00

Average number of cars in freight trains, 8½
 Average weight of freight trains, including locomotive and tender,
 in working order, in tons, 110

EMPLOYES.

Average number of persons regularly employed by company, including officials, 18
 Same in Pennsylvania, 18

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by freight and coal trains, 29,000
 Number of tons of 2,000 pounds of through and local freight for the
 year on main road, 36,700
 Number of tons of freight carried one mile, 550,500
 Gross amount of tonnage for the year (2,000 pounds per ton), 36,700
 Average rate of speed adopted by freight trains, including stops
 (miles per hour), 10

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Lumber, 36,700

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal and local freight and coal,0327

EARNINGS FOR THE YEAR.

FROM ALL OTHER SOURCES.

January, 1888, \$364 31
 March, 1888, 147 00

EARNINGS FOR THE YEAR—CONTINUED.

April, 1888,	\$1,661 15
May, 1888,	1,925 35
June, 1888,	1,899 65
July, 1888,	1,410 00
August, 1888,	1,561 54
September, 1888,	1,835 60
October, 1888,	1,971 76
November, 1888,	1,642 39
December, 1887,	2,339 00
Total,	<u>\$16,757 75</u>

RECAPITULATION.

Total freight earnings for the year,	\$16,757 75
Total receipts from all sources on whole length of line,	<u>16,757 75</u>

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$8,495 82
New freight cars (8-wheel), number 5.	<u> </u>

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Brakemen,	\$1,596 25
Incidentals,	48 84
Taxes, State,	94 97
Total,	<u>\$1,740 06</u>

MOTIVE POWER.

Enginemen and firemen, freight,	\$1,636 97
Fuel for locomotives,	1,044 48
Locomotives, repairs of,	512 40
Oil, sand, tallow and stationery printing,	187 53
Total,	<u>\$3,381 38</u>

MAINTENANCE OF WAY.

Bridges, repairs of,	\$546 56
Cross ties,	656 37
Incidentals,	228 26
Rails, steel,	3,710 34
Road-bed, repairs of, labor and material,	6,395 06
Total,	<u>\$11,536 53</u>

MAINTENANCE OF CARS.

Cars, repairs of freight,	\$1,219 72
Incidentals,	64 61
Oil, tallow, waste, etc.,	75 94
Total,	<u>\$1,360 27</u>

EARNINGS—SUMMARY.

Freight transportation, local and through,	<u>\$16,757 75</u>
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EXPENSES—SUMMARY.

Conducting transportation,	\$1,740 06
Motive power,	3,381 3
Maintenance of way,	11,536 53
Maintenance of cars,	1,360 27
Total operating expenses,	\$18,018 24
Expenditures charged to cost of road, real estate and equipment during the year,	2,382 82
Total expenditures during the year,	\$20,401 06
Earnings per mile of road operated,	\$1,396 48
Expenses per mile of road operated,	1,700 00
Deficit,	303 52

SLATINGTON RAILROAD COMPANY.

REPORT TO NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
A. A. McLeod,	President,	Philadelphia, Pa.
W. R. Taylor,	Secretary,	Philadelphia, Pa.
W. A. Church,	Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
A. H. O'Brien,	Philadelphia, Pa.	D. Jones,	Philadelphia, Pa.
J. A. Sweigard,	Philadelphia, Pa.	C. H. Quarles,	Philadelphia, Pa.
C. G. Hancock,	Philadelphia, Pa.	Jno. Walker, Jr.,	Philadelphia, Pa.

GENERAL INFORMATION.

Name of road : The Slatington Railroad Company.
 The general offices of the company are located at 227 South Fourth street, Philadelphia.

For information concerning this report, address W. A. Church, 227 South Fourth street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Slatington Railroad Company; date of charter, May 31, 1888; road in course of construction.

CAPITAL STOCK.

Amount authorized by law,	\$200,000 00
Amount authorized by votes of company,	200,000 00
Amount subscribed,	200,000 00
Amount now paid in, common, \$20,000; special or preferred,	20,000 00
Amount paid in on each share,	5 00
Par value of each share,	50 00

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cash,	\$18,516 19
Sundries,	1,483 81
	<u>\$20,000 00</u>

LIABILITIES.

Stock,	<u>\$20,000 00</u>
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SOMERSET COUNTY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
Max. Schweibrinz,	President,	Confluence, Pa.
E. B. Leisenring,	Vice President,	Mauch Chunk, Pa.
P. H. Schweibrinz,	Secretary,	Confluence, Pa.
P. H. Schweibrinz,	Treasurer,	Confluence, Pa.
James Coughanour,	Chief Engineer,	Confluence, Pa.
Max. Schweibrinz,	General Manager,	Confluence, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Joseph Heinen,	Confluence, Pa.	Frank Schwartz,	E. Mauch Chunk, Pa.
Frank Schweibrinz,	E. Mauch Chunk, Pa.	Pius Schweibrinz,	E. Mauch Chunk, Pa.
John Shabo,	Shamokin, Pa.	Jos. Schaefer,	Mauch Chunk, Pa.

Date of annual meeting for election of directors, December 17, 1888.

GENERAL INFORMATION.

Name of road : Somerset County Railroad.

By whom operated : Somerset County Railroad Company.

By what authority : By charter from the Commonwealth of Pennsylvania.

The general offices of the company are located at Confluence.

For information concerning this report, address Max. Schweibrinz, President, Confluence, Somerset county, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter for the Somerset County was given to the Somerset County Railroad Company on the seventh of October, in the year of our Lord one thousand eight hundred and eighty-four. The construction of the Somerset County Railroad was commenced in the year 1884, and was finished as far as it is laid in May, 1885. The Somerset County Railroad was built by the Somerset County Railroad Company, and by the instruction of Chief Engineer, Richard Nevins. Road was operated by the Somerset County Railroad Company ever since the charter was given until up to this date.

CAPITAL STOCK.

Amount authorized by law,	\$200,000 00
Amount authorized by votes of company,	2,000 00
Amount now paid in,	83,223 20
Number of shares issued,	2,000
Amount paid in on each share,	37 15
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Total amount of funded debt,	\$6,000 00
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COST.

Cost of roads owned to December 31, 1887,	\$74,293 06
Cost of road and equipment per mile (of road owned by company).	9,286 63
Total cost of roads and equipment,	<u>74,293 06</u>

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Schweibrinz station to Schweibrinz mill,	<u>8.7 miles.</u>
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SUMMARY.

Length of main line,	<u>8.7 miles.</u>
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GAUGE.

Gauge of lines,	<u>3 feet.</u>
Weight of rail per yard, iron,	<u>60 lbs.</u>

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	13
Wooden bridges, number of, 13; aggregate length,	<u>777½ feet.</u>

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth,	9
Number of crossings at which there are neither gates nor flagmen,	<u>9</u>

Statement of regulations governing employes in regard to these crossings: Blow the whistle for the crossings.

STATIONS.

Number of stations on main line, passenger and freight,	1
Number of engine houses and shops owned by the company,	1
Number of fuel and water stations on main line,	2
Value of real estate held by the company, exclusive of roadway,	<u>\$2,150 00</u>

EQUIPMENT.

Locomotives,	1
Freight cars, 8-wheel,	7
Cars, roadway department, 8-wheel,	1
Hand cars and hand trucks,	<u>2</u>

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by freight and coal trains,	8,500
Number of tons of 2,000 pounds of local freight for the year,	8,705
Average rate of speed adopted by freight trains, including stops (miles per hour),	<u>8</u>

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal,	290
Lumber,	8,154
Other articles,	<u>261</u>
Total,	<u>8,705</u>

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For local freight, per ton per mile,	<u>15 cents.</u>
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**EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF FREIGHT.**

MONTHS.	TONS.	MILES.	AMOUNT.
January, 1888,	449	8	\$538 8
February, 1888,	618	8	741 6
March, 1888,	738	8	885 6
April, 1888,	661	8	793 2
May, 1888,	718	8	861 6
June, 1888,	854	8	1,024 8
July, 1888,	950	8	1,140 0
August, 1888,	600	8	720 0
September, 1888,	869	8	1,042 8
October, 1888,	1,074	8	1,288 8
November, 1888,	373	8	447 6
December, 1888,	801	8	961 2
Total,	8,705	8	\$10,446 0

RECAPITULATION.

Total passenger earnings for the year,	\$73 2
Total freight earnings for the year,	10,446 0
Total earnings for the year,	\$10,519 2
Total receipts from all sources on whole length of line,	\$10,519 2
Proportion of earnings in Pennsylvania to earnings of whole line, . .	10,519 2

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Brakemen,	\$424 5
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MOTIVE POWER.

Enginemen and firemen, freight,	\$1,179 5
Fuel for locomotives,	402 4
Locomotives, repairs of,	654 0
Oil for locomotives,	33 9
Stationery and printing,	22 0
Tallow for locomotives,	47 0
Tools and machinery, repairs of,	30 5
Waste for locomotives,	26 5
Watchmen,	444 3
Total,	\$2,840 3

MAINTENANCE OF WAY.

Cars, repairs of (in M. of W. service),	\$50 6
Clerks,	480 0
Foremen, tool and watch-houses, repairs of,	513 5
Road-bed, repairs of, labor and material,	618 3
Snow and ice, removing,	21 9
Total,	\$1,684 5

GENERAL EXPENSES.

Salaries of president and other officers,	\$1,800 0
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EARNINGS—SUMMARY.

Passenger transportation, local,	\$73 2
Freight transportation, local,	10,446 0
Total,	\$10,519 2

EXPENSES-SUMMARY.

Conducting transportation,	\$424 57
Motive power,	2,840 33
Maintenance of way,	1,684 50
General expenses,	1,800 00
Total operating expenses,	<u>\$6,749 45</u>
Earnings per mile of road operated,	\$1,314 90 ⁵ / ₈
Expenses per mile of road operated,	<u>843 68¹/₈</u>
Net earnings,	<u>\$471 22¹/₂</u>

GENERAL BALANCE SHEET, 1888.

LIABILITIES.

Capital stock,	\$68,293 06
Funded debt,	6,000 00
Net earnings in 1886,	122 97
Net earnings in 1887,	5,037 37
Net earnings in 1888,	3,676 55
Total,	<u>\$83,129 95</u>

SOMERSET AND CAMBRIA RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. B. Washington,	President,	Pittsburgh, Pa.
A. W. Back,	Secretary,	Pittsburgh, Pa.
W. H. Ijams,	Treasurer,	Baltimore, Md.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
W. H. Koontz,	Somerset, Pa.	C. S. Wight,	Pittsburgh, Pa.
Welly McCullogh,	Greensburg, Pa.	W. M. Clements,	Baltimore, Md.
P. E. Chapin,	Johnstown, Pa.	Robert Garrett,	Baltimore, Md.

Date of annual meeting for election of directors, first Monday in May.

GENERAL INFORMATION.

Name of road : The Somerset and Cambria Railroad.

By whom operated : Baltimore and Ohio Railroad Company.

By what authority : As lessee of Pittsburgh and Connellsville Railroad Company.

The general offices of the company are located at Pittsburgh, Pa.

For information concerning this report, address J. B. Washington, Pittsburgh, Pa.

How are the passenger cars on your road heated, lighted and ventilated? See report of Pittsburgh and Connellsville Railroad Company.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Somerset and Mineral Point Railroad Company. Organized act of April 8, 1861, State of Pennsylvania. The Somerset and Cambria Railroad Company. Organized January 27, 1879.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount authorized by votes of company,	900,000 00
Amount subscribed,	900,000 00
Amount now paid in,	1,000,000 00
Number of shares issued,	20,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due January 1, 1899; bear interest at 6 per cent., which is payable January and July), amount,	\$75,000 00
Traffic bonds (due July 1, 1900; bear interest at 5 per cent., which is payable, principal and interest, in freight), amount,	179,500 00
Second mortgage bonds (due February 1, 1925; bear interest at 5 per cent., which is payable February and August), amount,	500,000 00
Total amount of funded debt,	\$754,500 00

DEBT—CONTINUED.

UNFUNDED DEBT.

Total amount of unfunded debt,	\$14,730 18
Total amount of funded and unfunded debt,	\$761,230 18
Funded debt as per last report,	\$782,500 00

COST.

Cost of roads owned to September 30, 1887,	\$1,221,737 86
Cost of additions for the year ending September 30, 1888,	10,010 88
Total cost of roads owned to date,	1,334,778 74
Average of same per mile of road laid (45),	29,661 75
Proportion of same for Pennsylvania,	1,334,778 74
Cost of equipment owned to September 30, 1887. Equipped and operated by Baltimore and Ohio Railroad Company.	
Cost of road and equipment per mile (of road owned by company),	29,661 75
Proportion of same for Pennsylvania,	29,661 75
Total cost of roads and equipment,	1,334,778 74
Proportion of same for Pennsylvania,	1,334,778 74

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Rockwood, Pa., to Johnstown, Pa.,	45.00	45.00
SUMMARY.		
Length of main line,	45.00	45.00
Total length of all roads owned, leased and operated,	45.00	45.00
Length of sidings and other tracks not above enumerated,	7.50	7.50
Length of all tracks,	52.50	52.50

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	43.70	43.70
Miles of track laid with iron rail on lines owned, leased or operated,	8.80	8.80
	52.50	52.50

Weight of rail per yard, { Steel,	60 and 67 lbs.
{ Iron,	57 lbs.

TELEGRAPH LINES.

Length of lines in miles, 45; in Pennsylvania,	45
Number of miles of wire, 135; in Pennsylvania,	135

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	77
Wooden bridges, number of, 36; aggregate length,	392 feet.
Iron bridges, number of, 37; aggregate length,	2,298 feet.
Wooden trestles, number of, 4; aggregate length,	318 feet.
Total length of bridges and trestles,	3,008 feet.

CHARACTERISTICS OF ROAD—CONTINUED.
CROSSINGS.

Railroads crossing at grade lines owned by the company in this Commonwealth
Pittsburgh and Connellsville Railroad connects at Rockwood, Pa.
Number of crossings of highways at grade, in this Commonwealth, 5
Number of crossings of highways over railroad, 5
Number of crossings of highways under railroad, 6
Number of crossings at which there are neither gates nor flagmen, 6

Statement of regulations governing employ es in regard to these crossings : On ap-
proaching road crossings a whistle signal is given and engine bell is rung.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	7	7
Number of fuel and water stations on main line,	4	4
Number of tunnels on all lines owned by the company,	1	1
Aggregate length of tunnels (feet),	322	322

Material of foundation upon which track is laid : Cross-ties on broken stone bal-
last.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	1	\$7,000 00
Baggage, mail and express cars,	1	800 00

Train brake in use : Westinghouse air brake and Loughridge air brake.
Average number of cars in passenger trains, including mail, express
and baggage cars, 5
Average number of cars in freight trains, 20

EMPLOYES.

Average number of persons regularly employed by company, includ-
ing officials, 182
Same in Pennsylvania, 182

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains, 70,209
Number of miles run by freight and coal trains, 122,790
Total number of miles run, 192,999
Number of passengers carried one mile in Pennsylvania, 1,356,769
Number of tons of 2,000 pounds of through freight for the year on
main road, 282,345
Number of tons of 2,000 pounds of local freight for the year, 24,552
Number of tons of freight carried one mile, 12,211,362
Number of tons of freight carried one mile in Pennsylvania, 12,211,362
(Gross amount of tonnage for the year (2,000 lbs. per ton), 306,897
Average rate of speed adopted by ordinary passenger trains, includ-
ing stops (miles per hour), 20
Average rate of speed adopted by freight trains, including stops
(miles per hour), 12

DOINGS OF THE YEAR—CONTINUED.

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal and coke, . . .	97,375	Agricultural products,	2,655
Petroleum and other oils, . . .	820	Merchandise and manufactures, .	6,563
Pig iron,	158	Live stock,	650
Railroad iron,	20,325	Lumber,	10,573
Other iron or castings,	22,921	Other articles,	9,502
Iron and other ores,	110,023		
Stone and lime,	25,332	Total,	306,897

THE RATE PER TON (OF 2,000 POUNDS.) PER MILE CHARGED FOR FREIGHT.

Average rate per ton per mile,83 cents.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
October, 1887,	6,861	122,460	\$2,586 58
November, 1887,	6,500	116,547	2,450 60
December, 1887,	7,962	127,392	3,001 66
January, 1888,	5,160	84,589	1,945 38
February, 1888,	6,232	99,712	2,349 74
March, 1888,	5,859	93,700	2,208 87
April, 1888,	5,811	92,976	2,179 15
May, 1888,	6,167	87,769	2,337 06
June, 1888,	6,513	130,253	2,543 25
July, 1888,	7,598	130,129	2,932 08
August, 1888,	8,419	126,802	3,153 29
September, 1888,	9,643	144,449	3,519 12
Total,	82,725	1,356,769	\$31,206 78

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

Average rate per passenger per mile, 2 $\frac{3}{10}$ cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	MILES.	AMOUNT.
October, 1887,	24,223	914,729	\$7,926 98
November, 1887,	22,331	882,601	7,289 21
December, 1887,	18,233	715,427	4,731 73
January, 1888,	22,079	915,534	8,952 93
February, 1888,	23,581	836,875	10,249 26
March, 1888,	19,426	776,401	8,098 82
April, 1888,	21,344	825,569	7,938 71
May, 1888,	38,152	1,585,619	11,666 96
June, 1888,	42,131	1,698,507	11,777 56
July, 1888,	31,684	1,254,483	9,176 71
August, 1888,	27,666	1,142,795	7,955 37
September, 1888,	16,047	662,822	5,609 62
Total,	306,897	12,211,362	\$101,373 86

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
October, 1887,	\$170 29	\$165 16	. . . . .	\$355 45
November, 1887,	170 29	116 86	. . . . .	317 15
December, 1887,	170 29	195 83	. . . . .	366 12
January, 1888,	170 29	114 48	. . . . .	311 77
February, 1888,	170 29	186 47	. . . . .	356 76
March, 1888,	163 77	128 86	. . . . .	292 63
April, 1888,	168 12	123 90	. . . . .	292 62
May, 1888,	168 12	185 00	. . . . .	353 12
June, 1888,	174 63	143 22	. . . . .	317 85
July, 1888,	168 12	170 61	. . . . .	338 73
August, 1888,	168 12	160 94	. . . . .	329 06
September, 1888,	168 12	166 43	. . . . .	354 55
Total,	\$2,050 45	\$1,917 76	. . . . .	\$3,948 21

RECAPITULATION.

Total passenger earnings for the year,	\$31,206 78
Total freight earnings for the year,	101,373 86
Total earnings from all other sources,	3,948 21
Total earnings for the year,	\$136,528 85
Total receipts from all sources on whole length of line,	\$136,528 85
Proportion of earnings in Pennsylvania to earnings of whole line,	136,528 85

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$10,040 88
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EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Agents and clerks,	\$7,876 51
Baggage masters, train,	463 80
Brakemen, tonnage, \$4,068.69; passenger, \$661.70; total,	4,730 39
Cleaning engines and cars,	2,329 41
Conductors, tonnage, \$1,718.93; passenger, \$1,140.00; total,	2,858 93
Dispatchers and yard masters,	1,198 77
Foreign agencies, eastern and western agencies,	3,487 40
Heating cars,	10 32
Heating stations,	113 72
Miscellaneous and contingent, \$148.29; Baltimore and Ohio express expenses, \$554.81; total,	703 10
Labor at depot,	988 70
Lighting cars,	37 49
Lighting stations,	114 97
Oil for locomotives, \$656.33; cars, \$1,558.71; signals, \$156.12; total,	2,371 16
Stationery, printing and advertising,	1,048 04
Superintendence,	1,573 96
Telegraph, superintendents and operatives,	2,531 58
Total,	\$32,237 25

MOTIVE POWER.

Enginemen and firemen, passenger, enginemen, \$1,891.30; firemen, \$846.75; total,	\$2,738 05
Enginemen and firemen, freight, enginemen, \$2,862.16; firemen, \$1,458.31; total,	4,320 47

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

Fuel for locomotives,	4,745 36
Pumping water,	339 79
Locomotives, repairs of,	7,104 94
Water, wood and coal stations, expenses and repairs of,	378 20
Total,	<u>\$19,626 81</u>

MAINTENANCE OF WAY.

Repairs railway, material ordinary repairs, \$1,556.06; repairs railway, joint fixtures, \$26.66 (Cr.); total,	\$1,529 40
Bridges, repairs of,	17,558 32
Cross ties, repairs of railway,	5,618 87
Rails, iron and steel, repairs of railway,	1,435 42
Snow and ice, removing,	36 01
Repairs depots, depots proper, \$323.47; repairs depots, shops and buildings, \$749.71; total,	973 18
Telegraph, repairs of,	32 40
Watchmen, watching bridges, \$35.40; watching cuts, \$562.25; watching tunnels, \$7.60; total,	604 65
Total,	<u>\$27,788 25</u>

MAINTENANCE OF CARS.

Cars, repairs of freight,	\$15,401 82
Cars, repairs of passenger, baggage, express and postal,	6,060 11
Preparing fuel and filling tenders,	613 24
Laborers,	27,542 95
Total,	<u>\$49,618 12</u>

GENERAL EXPENSES.

General expenses,	\$7,006 56
Legal expenses, \$1,955.58; house and ground rents, \$1,115.84 (Cr.); total,	839 74
Taxes on real estate,	1,223 67
Losses by accident, \$235.63, \$223.37, \$132.67, \$110.04; total,	701 71
Total,	<u>\$9,771 63</u>

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$31,266 78
Freight transportation, local and through,	101,373 86
Mail service, \$2,030.45; express service, \$1,917.76; total,	3,948 21
Total,	<u>\$136,528 85</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$32,237 25
Motive power,	19,626 81
Maintenance of way,	27,788 25
Maintenance of cars,	49,618 12
General expenses,	9,771 68
Total operating expenses,	<u>\$139,042 11</u>
Expenditures charged to cost of road, real estate and equipment during the year,	10,040 88
Total expenditures during the year,	<u>\$149,082 99</u>

Operating expenses, 104.81 per cent. of earnings.

Earnings per mile of road operated, 52.3.	\$2,600 55
Expenses per mile of road operated,	2,648 42
Deficit,	<u>2,513 25</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction and equipment,	\$1,334,778 74
Due from other corporations, etc.,	404,991 03
Profit and loss,	14,730 18
	<hr/>
	\$1,754,500 00

LIABILITIES.

Capital stock,	\$1,000,000 00
First mortgage bonds,	75,000 00
Second mortgage bonds,	500,000 00
Traffic bonds,	179,500 00
	<hr/>
	\$1,754,500 00

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: United States Express Company.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$2,030.45. See "Earnings from all other sources."

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employees,		2		1		3
Others,						
Total,		2		1		3

SOUTH MOUNTAIN RAILWAY AND MINING COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. C. Fuller,	President,	Pine Grove Furnace, Pa.
W. H. Woodward,	Secretary and Treasurer,	Carlisle, Pa.
C. F. Shower,	Auditor,	Carlisle, Pa.
A. E. Lehman,	Chief Engineer,	Philadelphia, Pa.
W. H. Woodward,	General Superintendent,	Carlisle, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. C. Fuller,	Pine Grove Furnace, Pa.	C. D. Barney,	Philadelphia, Pa.
Jay Cooke,	Philadelphia, Pa.	John M. Butler,	Philadelphia, Pa.
Jay Cooke, Jr.,	Philadelphia, Pa.	B. J. Woodward,	Philadelphia, Pa.
		E. J. Williams,	New York City.

GENERAL INFORMATION.

Name of road : South Mountain Railway and Mining Company.

By whom operated : South Mountain Railway and Mining Company.

The general offices of the company are located at Carlisle, Pa.

For information concerning this report, address Wm. H. Woodward, Carlisle, Pa.

How are the passenger cars on your road heated, lighted and ventilated? Stoves, coal oil, 300°.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Road was built in 1869 by South Mountain Iron Company ; reorganized, under act of April, 1861, by South Mountain Railway and Mining Company, in July, 1877.

CAPITAL STOCK.

Amount authorized by law, under reorganization act of April, 1861,	\$200,000 00
Amount subscribed,	200,000 00
Number of shares issued,	4,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due April 1, 1898 ; bear interest at 6 per cent., which is payable April 1st and October 1st), amount,	\$100,000 00
Total cash received from capital stock and debt,	\$300,000 00

COST.

Cost of roads owned to December 31, 1887, under report of old company,	\$345,125 12
Cost of equipment owned to December 31, 1887, report of old company,	45,639 29
Average cost of equipment per mile of road owned by the company,	2,566 98
Cost of road and equipment per mile (of road owned by company,)	21,977 84
Total cost of roads and equipment,	390,764 41

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Carlisle, Pa., to Pine Grove Furnace, Pa., .	17.78	17.78
SUMMARY.		
Length of main line,	17.78	17.78
Length of sidings and other tracks not above enumerated,	2.00	2.00
Length of all tracks,	19.78	19.78

GAUGE.	
Gauge of lines,	4 ft. 9 ins.

TRACK.	
Miles of track laid with steel rail on lines owned, leased or operated,	10
Miles of track laid with iron rail on lines owned, leased or operated,	9.78
Weight of rail per yard, { Steel,	56 lbs.
{ Iron,	56 lbs.

TELEGRAPH LINES.	
Length of line in miles, 11; in Pennsylvania,	11
Number of miles of wire, 19; in Pennsylvania,	19

BRIDGES AND TRESTLES.	
Iron bridges, number of, 1; length,	100 feet.
Wooden trestles, number of, 5; aggregate length,	200 feet.
Total length of bridges and trestles,	300 feet.

CROSSINGS.	
Railroads crossing at grade, lines owned by the company in this Commonwealth : Harrisburg and Potomac Railroad, at near Mount Holly Springs.	
Number of crossings of highways at grade, in this Commonwealth,	10

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line : Passenger 5 ; freight, 5 ; total, . .	5	5
Number of engine houses owned by the company,	2	
Number of water stations on main line,	3	
Value of real estate held by the company, exclusive of roadway, . . .	\$1,544 47	

Material of foundation upon which track is laid : Cross-ties and stone ballast.

EQUIPMENT.	
Locomotives,	3
Passenger cars, first-class,	1
Baggage, mail and express cars,	2
Freight cars, 8-wheel,	10
Freight cars, 4-wheel,	1
Total freight cars,	11
Hand cars and hand trucks,	6

Train brake in use : Westinghouse automatic on passenger trains.

CHARACTERISTICS OF ROAD—CONTINUED.

EMPLOYES.

Average number of persons regularly employed by company, including officials,	50
Same in Pennsylvania,	50

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	34,221
Number of miles run by freight and coal trains,	6,556
Total number of miles run,	41,777
Number of passengers carried one mile in Pennsylvania,	927,385
Number of tons of freight carried one mile,	831,903
Gross amount of tonnage for the year (2,000 pounds per ton),	84,852

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	10,114	Merchandise and manufactures,	15,759
Bituminous coal and coke,	9,206	Live stock,	322
Pig iron,	6,967	Lumber,	7,252
Iron and other ores,	19,355		
Stone and lime,	10,915	Total,	84,852
Agricultural products,	4,962		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal and local freight and coal, per ton per mile,	2.587 cents.
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
January, 1888,	2,758	21,297	\$174 76
February, 1888,	2,664	18,934	806 06
March, 1888,	2,861	21,925	664 37
April, 1888,	3,033	21,501	669 48
May, 1888,	3,764	30,357	724 78
June, 1888,	14,541	170,165	3,213 51
July, 1888,	29,842	289,214	3,370 06
August, 1888,	18,741	158,327	2,401 40
September, 1888,	7,814	67,171	1,406 73
October, 1888,	7,006	64,162	1,273 45
November, 1888,	3,669	29,418	739 42
December, 1888,	2,971	51,711	1,000 46
Total,	100,668	927,385	\$16,744 48

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through and way passengers,	1.913 cents.
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FROM TRANSPORTATION OF FREIGHT.

	TONS.	MILES.	AMOUNT.
January, 1888,			\$2,672 20
February, 1888,			1,879 69
March, 1888,			1,211 04
April, 1888,			1,529 77
May, 1888,			1,821 87
June, 1888,			1,751 81
July, 1888,			1,373 92
August, 1888,			1,621 61
September, 1888,			2,059 62
October, 1888,			2,022 91
November, 1888,			2,039 84
December, 1888,			1,740 78
Total,	84,852	831,903	\$21,525 06

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
January, 1888,	\$90 57	\$31 69	\$0 72	\$122 98
February, 1888,	90 57	39 95	3 96	134 48
March, 1888,	90 57	52 60	1 95	145 12
April, 1888,	90 57	49 08	2 44	142 09
May, 1888,	90 57	40 82	93	132 32
June, 1888,	90 57	44 46	1 32	136 35
July, 1888,	90 57	38 65		129 22
August, 1888,	90 57	34 13	6 07	130 77
September, 1888,	90 57	33 75	3 70	128 02
October, 1888,	90 57	26 73	2 80	120 10
November, 1888,	90 57	26 85	3 76	121 18
December, 1888,	90 57	34 30	5 60	130 47
Total,	\$1,086 84	\$453 01	\$33 25	\$1,573 10

RECAPITULATION.

Total passenger earnings for the year,	\$16,744 48
Total freight earnings for the year,	21,525 06
Total earnings from all other sources,	1,573 10
Total earnings for the year,	\$39,842 64
Proportion of earnings in Pennsylvania to earnings of whole line,	39,842 64

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Agents,	\$1,051 70
Cars, cleaning,	703 93
Car service,	2,461 36
Clerks,	378 00
Conductors and train agents,	1,053 73
Dispatchers,	291 57
Expenses of stations, except labor,	107 46
Heating cars,	307 00
Heating stations,	400 00
Labor at stations,	328 05
Lighting cars,	90 82
Lighting stations,	124 42
Mail expenses,	60 00
Stations, repairs of and furniture for,	19 99
Telegraph expenses,	72 89
Watchmen,	234 68
Wrecks, clearing,	15 00
Total,	\$7,700 60

MOTIVE POWER.

Enginemen and firemen, passengers,	\$1,320 66
Enginemen and firemen, freight,	766 07
Engine houses and machine shops, etc., repairs of,	127 99
Fuel for locomotives,	3,725 86
Locomotives, repairs of,	1,603 66
Oil for locomotives,	317 39
Sand for locomotives,	3 25
Watchmen,	358 00
Water, wood and coal stations, expenses and repairs of,	492 45
Total,	\$8,715 53

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MAINTENANCE OF WAY.

Bridges, repairs of,	\$165 52
Cars, repairs of (in M. of W. service),	25 36
Cross-ties,	707 34
Expenses on property,	17 46
Road-bed, repairs of, labor and material,	349 50
Switches,	147 97
Tools and repairs of tools,	119 10
Track repairing,	3,847 90
Total,	<u>\$5,380 15</u>

GENERAL EXPENSES.

Advertising,	\$205 44
Clerks,	591 57
Incidentals and legal expenses,	171 30
Office expenses, repairs and furniture,	181 46
Stationery and blanks,	591 39
Total,	<u>\$1,741 16</u>

EARNINGS—SUMMARY.

Passenger transportation, local,	\$16,744 48
Freight transportation, local,	21,525 06
Mail service, \$1,086.84 ; express service, \$453.01 ; total,	1,539 85
Miscellaneous,	33 25
Total,	<u>\$39,842 64</u>

EXPENSES SUMMARY.

Conducting transportation,	\$7,700 60
Motive power,	8,715 33
Maintenance of way,	5,380 15
General expenses,	1,741 16
Total operating expenses,	<u>\$23,537 24</u>
Operating expenses, 59 per cent. of earnings.	
Earnings per mile of road operated,	\$2,240 86
Expenses per mile of road operated,	1,323 80
Net earnings,	<u>9,828 01</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$345,125 12
Equipment,	45,639 29
Stock of other companies,	500 00
Bills receivable,	37,013 54
	<u>\$428,277 95</u>

LIABILITIES.

Capital stock,	\$200,000 00
Unfunded debt,	100,000 00
Profit and loss,	128,277 95
	<u>\$428,277 95</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express company ; 10 and 20 cents per 100 pounds.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of mails, and terms of service: \$1,086.84 per annum. Two mails each way daily, except Sunday.

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	\$9,828
Surplus at commencement of the year,	27,685
Total surplus,	<u>\$37,513</u>
Surplus invested as follows :	
Balance of accounts due company,	\$37,013
Other items,	<u>500</u>

SOUTH PENNSYLVANIA RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Robert H. Sayre,	President.	South Bethlehem, Pa.
Fredk. J. Grotevent,	Secretary and Treasurer,	Harrisburg, Pa.
Robert H. Sayre,	Chief Engineer,	South Bethlehem, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Wm. K. Vanderbilt,	New York city.	Franklin B. Gowen,	Philadelphia, Pa.
H. K&K. Twombly,	New York city.	George deB. Keim,	Philadelphia, Pa.
W. C. Whitney,	New York city.	Lyman D. Gilbert,	Harrisburg, Pa.
H. F. Dimock,	New York city.	W. T. Sanger,	Harrisburg, Pa.
George J. Magee,	Corning, N. Y.		

NOTE.—At this date there are three vacancies in the board caused by deaths of Wm. K. Vanderbilt, James Duffy and D. Hostetter.

CAPITAL STOCK.

Amount authorized by law,	\$10,800,000 00
Amount authorized by votes of company,	20,000,000 00
Amount subscribed,	6,118,000 00
Amount now paid in, common,	6,118,000 00
Number of shares issued,	122,360
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due January 1, 1915; bear inierest at 6 per cent., which is payable January 1 and July 1 of each year) amount,	\$6,000,000 00
Funded debt as per last report,	\$6,000,000 00
Road incomplete and not in operation.	

SOUTHERN PENNSYLVANIA RAILWAY AND MINING COMPANY'S RAILROAD.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Thomas B. Kennedy,	President,	Chambersburg, Pa.
W. L. Ritchey,	Secretary and Treasurer, . .	
Chauncey Ives,	Chief Engineer,	
J. F. Boyd,	Superintendent,	

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Thomas B. Kennedy, . .	Chambersburg.	H. D. Welsh,	Philadelphia.
John Stewart, . . .	Chambersburg.	J. N. DuBarry,	Philadelphia.
George B. Roberts, . . .	Philadelphia.	John P. Green,	Philadelphia.
Wistar Morris,	Philadelphia.		

Date of annual meeting for election of directors, first Monday of May each year.

GENERAL INFORMATION.

Name of road : Southern Pennsylvania Railway and Mining Company.

By whom operated : Cumberland Valley Railroad Company.

By what authority : Lease.

The general offices of the company are located at Chambersburg, Pa.

For information concerning this report, address Thomas B. Kennedy, President.

How are the passenger cars on your road heated, lighted and ventilated? See Cumberland Valley Railroad report.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The original company was incorporated under the title of The Caledonia Iron, Land and Railroad Company by act of Assembly of the State of Pennsylvania, March 22, 1867. Name changed by act of Assembly April 30, 1869, to The Southern Pennsylvania Iron and Railroad Company; the latter company was sold, by virtue of a decree of the Supreme Court of Pennsylvania, subject to the first mortgage of \$625,000 on the 21st day of December, 1872, and was re-organized February 1, 1873, under act of Assembly of April, 1861, as the Southern Pennsylvania Railway and Mining Company.

CAPITAL STOCK.

Amount authorized by law,	\$800,000 00
Amount authorized by votes of company,	800,000 00
Amount subscribed and issued as per terms of re-organization under act of April, 1861.	
Number of shares issued,	16,000
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (bear interest at 7 per cent., which is payable 1900), amount,	\$625,000 00
Interest in default since March 1, 1875.	
Total amount of funded debt,	\$625,000 00

UNFUNDED DEBT.

Total amount of funded and unfunded debt,	\$625,000 00
Plus interest in default since March 1, 1875.	

COST.

Cost of roads owned to December 31, 1887,	\$625,000 00
Total cost of road owned to date,	625,000 00
Average of same per mile of road laid,	27,173 90
Proportion of same for Pennsylvania,	27,173 90

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	WHOLE LENGTH.	LENGTH IN PENN'A.
Length of main line, from South Penn Junction, to Richmond, Pa., .	21.40	21.40
SUMMARY.		
Length of main line,	21.40	21.40
Length of sidings and other tracks not above enumerated,	1.16	1.16
Length of all tracks,	22.56	22.56

GAUGE.

Gauge of lines,	4 ft. 9 in.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	2.5	2.5
Miles of track laid with iron rail on lines owned, leased or operated, .	20.06	20.06
Weight of rail per yard, { Steel,		56 lbs.
{ Iron,		50 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	7
Wooden bridges, number of, 5; aggregate length,	493 feet.
Wooden trestles, number of, 2; aggregate length,	768 feet.
Total length of bridges and trestles,	1,261 feet.

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth, .	14
Number of crossings at which there are neither gates nor flagmen, .	14

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	5	5

Material of foundation upon which track is laid : White and Rock oak ties, broken limestone and slate ballast.

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	16,638
Number of miles run by mixed freight and passenger trains,	15,450
Total number of miles run,	32,088
Number of passengers carried one mile in Pennsylvania,	331,041
Net cost per mile for each passenger carried,	3.445 cents
Number of tons of 2,000 pounds of local freight for the year,	28,934
Number of tons of freight carried one mile,	403,814
Number of tons of freight carried one mile in Pennsylvania,	403,814
Gross amount of tonnage for the year (2,000 pounds per ton),	28,934

THE AMOUNT OF FREIGHT IN TONS OF 2,000 POUNDS.

Anthracite coal,	3,356	Merchandise and manufactures,	3,688
Bituminous coal and coke,	922	Live stock,	1,260
Railroad iron,	236	Lumber,	7,488
Other iron or castings,	68	Other articles,	2,588
Iron and other ores,	1,671		
Stone and lime,	1,364	Total,	28,934
Agricultural products,	6,287		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

(We classify the entire tonnage of this road as local.)

For local freight and coal, per ton per mile,0287
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
January, 1888,	1,179	15,971	\$366 00
February, 1888,	1,532	19,471	453 80
March, 1888,	1,619	23,039	548 40
April, 1888,	2,143	26,812	607 20
May, 1888,	1,825	24,051	537 70
June, 1888,	1,900	24,466	601 40
July, 1888,	1,911	26,467	579 80
August, 1888,	3,761	46,520	1,003 50
September, 1888,	2,232	29,421	642 10
October, 1888,	2,362	31,633	699 70
November, 1888,	2,564	32,017	678 40
December, 1888,	2,307	31,173	666 00
Total,	25,335	331,041	\$7,383 90

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS

FOLLOWS:

For first-class way passengers,	2.995 cents
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FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	AMOUNT.
January, 1888,	2,630	\$846 50
February, 1888,	2,367	861 70
March, 1888,	2,897	1,005 70
April, 1888,	1,883	825 10
May, 1888,	1,952	888 60
June, 1888,	2,016	831 50
July, 1888,	1,423	593 00
August, 1888,	3,511	1,188 60
September, 1888,	2,954	1,133 10
October, 1888,	2,808	1,079 70
November, 1888,	2,331	860 60
December, 1888,	2,162	827 00
Total,	28,934	\$10,941 50

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	TOTAL.
January, 1888,	\$93 32	\$104 96	\$198 28
February, 1888,	93 32	93 34	186 66
March, 1888,	93 32	115 58	208 90
April, 1888,	93 32	101 38	194 70
May, 1888,	93 32	96 08	189 40
June, 1888,	93 41	104 63	198 04
July, 1888,	93 32	118 92	212 24
August, 1888,	93 32	130 90	224 22
September, 1888,	93 32	98 97	192 29
October, 1888,	93 32	126 81	220 13
November, 1888,	93 32	145 77	239 09
December, 1888,	93 32	173 66	266 98
Total,	\$1,119 93	\$1,411 00	\$2,530 93

RECAPITULATION.

Total passenger earnings for the year,	\$7,383 96
Total freight earnings for the year,	10,941 58
Total earnings from all other sources,	2,530 93
Total earnings for the year,	\$20,856 47
Total receipts from all sources on whole length of line,	\$20,856 47
Proportion of earnings in Pennsylvania to earnings of whole line,	20,856 47

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$3 50		\$3 50
Agents,	477 93	\$1,317 82	1,795 75
Baggage masters,	41 25		41 25
Brakemen,	227 45	533 67	761 12
Cars, cleaning,	158 23		158 23
Car service,	1,198 74	460 96	1,659 70
Clerks,	6 16	6 82	12 98
Conductors and train agents,	328 78	294 10	622 88
Dispatchers,	6 84	6 84	13 68
Expenses of stations, except labor,	53 88	55 27	109 15
Extraordinary expenses,		2 24	2 24
Heating cars,	104 24	23 02	127 26
Insurance,	41	42	83
Labor at stations,		180 00	180 00
Mail expenses,	144 00		144 00
Stations, repairs of and furniture for,	896 39	905 50	1,801 89
Superintendents,	25 01	27 64	52 65
Taxes on stations,	24 63	27 25	51 90
Telegraph expenses,	71 25	78 75	150 00
Total,	\$3,768 71	\$3,920 30	\$7,689 01
MOTIVE POWER.			
Enginemen and firemen, passenger and freight,	\$703 15	\$658 30	\$1,361 45
Engine houses and machine shops, etc., repairs of,	8 26	8 27	16 53
Fuel for locomotives,	770 03	763 42	1,533 45
Incidentals,	346 28	346 29	692 57
Laborers,	5 96	5 96	11 92
Locomotives, repairs of,	282 85	262 65	545 50
Oil, tallow and waste,	64 82	64 83	129 65
Stationery and printing,	1 16	1 17	2 33
Watchmen,	183 00	183 00	366 00
Water, wood and coal stations, expenses and repairs of,	56 33	56 33	112 66
Total,	\$2,421 84	\$2,350 22	\$4,772 06

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.
MAINTENANCE OF WAY.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Ballast,	\$227 60	\$227 60	\$455 20
Bridges, repairs of,	56 94	56 93	113 87
Clerks,	5 45	5 44	10 89
Cross-ties,	2,194 11	2,194 12	4,388 23
Foreman, tool and watch houses, repairs of, . .	14 93	14 94	29 87
Frogs,	79	79	1 58
Incidentals,	203 43	203 42	406 85
Rails, iron,	436 29	436 30	872 59
Rails, steel,	87 75	87 75	175 50
Road-bed, repairs of, labor and material, . .	675 37	675 37	1,350 74
Snow and ice, removing,	197 63	197 63	395 26
Spikes,	28 59	28 59	57 18
Splices,	6 83	6 83	13 66
Stationery and printing,	82	82	1 64
Switches,	90 05	90 06	180 11
Telegraph, repairs of,	5 05	5 05	10 10
Tools and repairs of tools,	30 69	30 69	61 38
Track, repairing,	726 03	726 01	1,452 04
Total,	\$4,988 35	\$4,988 34	\$9,976 69
GENERAL EXPENSES.			
Clerks,	\$44 20	\$48 86	\$93 06
Fuel and light,	25 85	28 58	54 43
Incidentals and legal expenses,	18 19	17 89	36 08
Salaries of president and other officers, . .	105 45	116 55	222 00
Stationery and blanks,	30 27	121 09	151 36
Total,	\$223 96	\$332 97	\$556 93

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$7,383 96
Freight transportation, local and through,	10,941 58
Mail service, \$1,119.93; express service, \$1,411.00; total,	2,530 93
Total,	\$20,856 47

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$3,768 71	\$3,920 30	\$7,689 01
Motive power,	2,421 84	2,350 22	4,772 06
Maintenance of way,	4,988 35	4,988 34	9,976 69
General expenses,	223 96	332 97	556 93
Total operating expenses,			\$22,994 69
Total expenditures during the year,			22,994 69

Operating expenses, 110.247 per cent. of earnings,	\$970 40
Earnings per mile of road operated,	1,070 31
Expenses per mile of road operated,	99 91
Deficit per mile,	

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of road, etc., as represented by capital stock and bonds,	\$1,425,000 00
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LIABILITIES.

Capital stock,	\$800,000 00
First mortgage bonds,	625,000 00
	\$1,425,000 00

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : Answers to all questions asked on this page will be found in Cumberland Valley Railroad report.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service : \$1,119.93 per annum.

STOCK AND DIVIDENDS.

Balance for the year, or surplus, deficit,	\$2,138 22
Surplus at commencement of the year,	7,244 19
Total surplus,	5,105 97
Surplus invested as follows :	
Less taxes paid during the year,	158 25
Cash in hands of treasurer of Cumberland Valley Railroad Company,	<u>4,947 72</u>

This company was chartered as a mining and railroad company. The company owns a furnace and about 4,000 acres of timber and ore lands. The furnace, however, has not been in blast for years, and there has been no revenue from the same. The report includes only the operations of the railroad.

SOUTHWEST PENNSYLVANIA RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. N. DuBarry,	President,	Philadelphia.
Albert Hewson,	Secretary,	Philadelphia.
Taber Ashton,	Treasurer,	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John K. Ewing,	Uniontown, Pa.	G. B. Roberts,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.	Edmund Smith,	Philadelphia, Pa.
Wm. J. Howard,	Philadelphia, Pa.	George A. Torrence,	New Haven, Pa.
George F. Huff,	Greensburg, Pa.	N. Parker Shortridge,	Wynnewood, Pa.
Wm. A. Patton,	Philadelphia, Pa.	Henry D. Welsh,	Philadelphia, Pa.
Robert Piteairn,	Pittsburgh, Pa.	J. F. Wentling,	Greensburg, Pa.

Date of annual meeting for election of directors, first Tuesday in March.

GENERAL INFORMATION.

Name of road : Southwest Pennsylvania Railway.

By whom operated : Pennsylvania Railroad Company.

By what authority : Lease for one year, renewed from year to year.

With what other companies consolidated : The Uniontown and West Virginia Railroad Company. Date of consolidation, February 14, 1877.

The general offices of the company are located at 233 South Fourth street, Philadelphia.

For information concerning this report, address T. Ashton, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Southwest Pennsylvania Railway Company ; incorporated March 16, 1871.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount authorized by votes of company	1,000,000 00
Amount now paid in, common,	998,820 00
Number of shares issued,	19,977
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due February 1, 1917 ; bear interest at 7 per cent., which is payable February 1st and August 1st), amount, . .	\$900,000 00
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UNFUNDED DEBT.

Outstanding dividend scrip,	1,150 00
Total amount of funded and unfunded debt,	\$901,150 00
Funded debt as per last report,	\$900,000 00
Unfunded debt as per last report,	1,150

COST.

Cost of roads owned to December 31, 1887,	\$1,809,683 98
Cost of additions for the year ending December 31, 1888,	134,312 76
Total cost of roads owned to date,	1,943,996 74

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from South West Junction at Greensburg, Pa., to Fairchance, Pa.,	44.50	44.50
Length of single main track,	41.61	41.61
Length of second main track,	2.89	2.89
BRANCHES.		
Radebaugh branch, from County Home Junction to Radebaugh Junction,	3.49	3.49
Sewickley branch, from Youngwood to Tranger,	7.13	7.13
Boyer Run branch, from Junction Sewickley branch to coal mines,	1.82	1.82
Briker Run branch, from Junction Sewickley branch to coal mines,	2.10	2.10
Mammoth branch, from Junction Sewickley branch to Mammoth,	2.37	2.37
Tarr branch, from Junction S. W. P. Railway to coal mines,	0.65	0.65
Stonerville branch, from Junction S. W. P. Railway to coal mines,	1.51	1.51
Seottdale branch, from Junction S. W. P. Railway to Junction June Bug and Texas branches,	1.87	1.87
Overton branch, from Junction Seottdale branch to coal mines,	1.24	1.24
June Bug branch, from Seottdale branch to Morewood branch,	1.20	1.20
Schoonmaker branch, from June Bug branch to coal mines,	0.46	0.46
Morewood branch, from West End June Bug branch to Morewood,	1.25	1.25
Texas branch, from Junction June Bug branch to coal mines,	4.98	4.98
Everson and Broad Ford branch, from Junction S. W. P. Railway to Junction Younghogheny Railroad,	1.90	1.90
Opossum Run branch, from Junction S. W. P. Railway to coal mines,	5.87	5.87
Morrell branch, from Junction S. W. P. Railway to coal mines,	1.18	1.18
Mahoning branch, from Junction S. W. P. Railway to coal mines,	0.89	0.89
Fairchance branch, from Junction S. W. P. Railway to coal mines,	1.71	1.71
Wynn branch, from Junction Fairchance branch to coke ovens,	0.26	0.26
Vance's Mill branch, from Vance Mill Junction to Butte,	2.91	2.91
SUMMARY.		
Length of main line,	44.50	44.50
Length of branches owned by the company,	44.79	44.79
Total length of all roads owned, leased and operated,	89.29	89.29
Length of second track,	2.89	2.89
Length of sidings and other tracks not above enumerated,	36.51	36.51
Length of all tracks,	128.69	128.69

GAUGE.

Gauge of lines,	4 ft. 9 ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	101.21	101.21
Miles of track laid with iron rail on lines owned, leased or operated,	27.48	27.48

CHARACTERISTICS OF ROAD—CONTINUED.

Weight of rail per yard,	{ Steel,	56, 60, 67, 70 lbs.
	{ Iron,	56 and 60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 62.55; in Pennsylvania,	62.55
Number of miles of wire, 125.1; in Pennsylvania,	125.1

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	94
Wooden bridges, number of, 82; aggregate length,	3,431 feet.
Stone bridges, number of, 2; aggregate length,	30 feet.
Iron bridges, number of, 4; aggregate length,	125 feet.
Wooden trestles, number of, 6; aggregate length,	2,421 feet.
Total length of bridges and trestles,	6,007 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth: Mt. Pleasant and Broad Ford Railroad, at Everson; Baltimore and Ohio Railroad (siding), at Lemont.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Pittsburgh and Connellsville Railroad, at Connellsville (over); Baltimore and Ohio Railroad, at Wheeler (over); Baltimore and Ohio Railroad, at Lemont (over); Baltimore and Ohio Railroad, at South of Seith (under).

Number of crossings of highways at grade in this Commonwealth, .	170
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	3
Number of crossings at which there are neither gates nor flagmen, .	170

Statement of regulations governing employés in regard to these crossings: Flagmen and gatemen, at the approach of trains, must give timely warning to all persons approaching crossings, and whistles should be sounded one-fourth mile from crossing, and bell rung until crossing is passed.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 11; freight, 14,	14	14
Number of stations on branches, passenger, 1; freight, 1,	1	1
Number of engine houses and shops owned by the company,	4	4
Number of fuel and water stations on main line,	4	4
Number of fuel and water stations on branches,	1	1

Material of foundation upon which track is laid: White oak cross-ties, gravel, cinder and culm ballast.

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road and land or land damages,	\$134,312 76
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STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year:

March 30, 1888,	5 per cent.
September 29, 1888,	5 per cent.
Paid in dividends, cash,	\$99,885 00

STATE LINE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. V. Patton,	President,	Pittsburgh, Pa.
J. B. Washington,	Secretary,	Pittsburgh, Pa.
W. H. Ijams,	Treasurer,	Baltimore, Md.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
W. M. Clements, . . .	Baltimore, Md.	N. C. Griswold,	Pittsburgh, Pa.
Johns McCleave, . . .	Pittsburgh, Pa.	J. B. Washington, . . .	Pittsburgh, Pa.
J. B. Caven,	Pittsburgh, Pa.	B. F. Young,	Pittsburgh, Pa.

Date of annual meeting for election of directors, second Monday in April.

GENERAL INFORMATION.

Name of road : The State Line Railroad.
By whom operated : The Baltimore and Ohio Railroad Company.
By what authority : Ownership of stock.
The general offices of the company are located at Pittsburgh, Pa.
For information concerning this report, address J. B. Washington, Pittsburgh, Pa.
How are the passenger cars on your road heated, lighted and ventilated? No passenger cars run on road.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The State Line Railroad Company, organized April 11, 1884 ; act of April 4, 1868, and act of June 8, 1874, State of Pennsylvania.

CAPITAL STOCK.

Amount authorized by law,	\$260,000 00
Amount subscribed,	260,000 00
Amount now paid in,	26,000 00
Number of shares issued,	5,200
Amount paid in on each share,	5 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Debt incurred for any other purpose, and for what :		
Operating expenses, etc.,	\$5,347 14	
Total amount of unfunded debt,		\$5,347 14
Total amount of funded and unfunded debt,		5,347 14
Unfunded debt as per last report,	\$3,949 74	

COST.

Cost of roads owned to September 30, 1887,	\$131,019 77
Cost of additions for the year ending September 30, 1888,	15,087 46
Total cost of roads owned to date,	146,107 23
Average of same per mile of road laid (3.4 miles),	42,972 71
Proportion of same for Pennsylvania,	42,972 71

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of projected main line, from Uniontown, Pa., to West Virginia State line,	21.82	21.82
Length of single main track laid,	2.40	2.40
BRANCHES.		
Redstone branch, from Redstone Junction, Pa., to Redstone,	1.00	1.00
Length of single track,	1.00	1.00
SUMMARY.		
Length of main line,	2.40	2.40
Length of branches owned by the company,	1.00	1.00
Total length of all roads owned, leased and operated,	3.40	3.40
Length of sidings and other tracks not above enumerated,	1.90	1.90
Length of all tracks,	5.30	5.30

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	3.40	3.40
Miles of track laid with iron rail on lines owned, leased or operated,	1.90	1.90
Total miles of track laid with steel and iron rails,	5.30	5.30

Weight of rail per yard, { Steel,	67 lbs.
{ Iron,	60 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	11
Wooden bridges, number of, 6; aggregate length,	173 feet.
Iron bridges, number of, 1; length,	125 feet.
Wooden trestles, number of, 4; aggregate length,	2,519 feet.
Total length of bridges and trestles,	2,817 feet.

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth,	8
Number of crossings of highways under railroad,	2
Number of crossings at which there are neither gates nor flagmen,	10

Statement of regulations governing employes in regard to these crossings: On approaching road crossings a whistle signal is given and engine bell is rung.

STATIONS.

Number of stations on main line, freight,	1
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Material of foundation upon which track is laid: Cross-ties on broken stone ballast.

EQUIPMENT.

Furnished by the Baltimore and Ohio Railroad company.

CHARACTERISTICS OF ROAD—CONTINUED.

EMPLOYES.

Average number of persons regularly employed by company, including officials,	15
Same in Pennsylvania,	15

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by freight and coal trains,	33,945
Total number of miles run,	33,945
Number of tons of 2,000 pounds of through freight for the year on main road,	214,292
Number of tons of freight carried one mile,	636,240
Number of tons of freight carried one mile in Pennsylvania,	636,240
Gross amount of tonnage for the year (2,000 pounds per ton),	214,292
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal and coke,	214,079
Stone and lime,	205
Other articles,	8
Total,	214,292

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

Average rate per ton per mile,	2 cents.
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TOTALS.		
	Tons.	Miles.	Amount.
October, 1887,	18,541	54,911	\$1,207 97
November, 1887,	17,682	52,981	1,102 00
December, 1887,	19,137	56,989	1,146 00
January, 1888,	15,038	44,658	946 00
February, 1888,	17,330	50,768	1,043 00
March, 1888,	17,367	50,749	1,049 00
April, 1888,	19,589	56,632	1,230 92
May, 1888,	17,850	53,453	1,079 00
June, 1888,	16,786	50,343	1,048 00
July, 1888,	17,057	51,171	930 00
August, 1888,	18,916	56,679	1,195 00
September, 1888,	18,992	56,906	1,200 00
Total,	214,292	636,240	13,176 89

RECAPITULATION.

Total freight earnings for the year,	\$13,176 89
Total earnings for the year,	13,176 89
Total receipts from all sources on whole length of line,	13,176 89

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$15,087 46
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CONDUCTING TRANSPORTATION.

Agents and clerks,	\$164 39
Brakemen, tonnage,	1,045 50
Cleaning engines and ears,	212 94
Conductors, tonnage,	546 70
Dispatchers and yard-masters,	64 19

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

Foreign and eastern and western agencies,	145 42
Miscellaneous, contingent and B. and O. express expenses,	47 66
Oil for locomotives and signals,	49 31
Stationery, printing and advertising,	35 41
Superintendence,	41 16
Telegraph, superintendents and operatives,	2 34

Total,	<u>\$2,355 02</u>
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MOTIVE POWER.

Enginemmen, freight,	\$868 10
Firemen, freight,	486 50
Fuel for locomotives,	457 39
Locomotives, repairs of,	947 49

Total,	<u>\$2,759 48</u>
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MAINTENANCE OF WAY.

Repairs of roadway, joint fixtures,	\$328 66
Bridges, repairs of,	2,162 09
Cross-ties, repairs of roadway,	121 67
Rails, iron and steel, repairs of roadway,	23 47
Watchmen, watching bridges,	4 00

Total,	<u>\$2,640 89</u>
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MAINTENANCE OF CARS.

Cars, repairs of freight,	\$1,431 25
Cars, repairs of, passenger, baggage, express and postal,	1 20
Laborers,	2,447 29

Total,	<u>\$3,879 74</u>
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GENERAL EXPENSES.

General expenses,	\$254 59
Legal expenses,	64 13
Taxes on real estate,	95 25
Loss by accident,	21 67

Total,	<u>\$435 64</u>
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EARNINGS—SUMMARY.

Freight transportation, local and through,	<u>\$13,176 89</u>
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EXPENSES—SUMMARY.

Conducting transportation,	\$2,355 02
Motive power,	2,759 48
Maintenance of way,	2,349 61
Maintenance of cars,	3,879 74
General expenses,	435 64

Total operating expenses,	<u>\$11,779 49</u>
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Expenditures charged to cost of road, real estate and equipment during the year,	<u>15,087 46</u>
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Total expenditures during the year,	<u>\$26,866 95</u>
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Operating expenses, 89.39 per cent. of earnings.

Net earnings,	<u>\$1,397 40</u>
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GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$146,107 23
Due from other corporations and individuals,	119,239 91
	<u>\$265,347 14</u>

GENERAL BALANCE SHEET, 1888—CONTINUED.

LIABILITIES.

Capital stock,	\$260,000 00
Profit and loss,	5,347 14
	<u>\$265,347 14</u>

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employes,	1			1	1	1
Others,						
Total,	1			1	1	1

STATE LINE AND MIDDLESEX RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Jos. N. McClure,	President,	Sharon, Mercer co., Pa.
Chas. F. Phillips,	Secretary,	Sharon, Mercer co., Pa.
Joseph Forker,	Treasurer,	Sharon, Mercer co., Pa.
H. Leach,	Chief Engineer,	Sharon, Mercer co., Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Samuel McClure,	Sharon, Pa.	John McClure,	Sharon, Pa.
Chas. F. Phillips,	Sharon, Pa.		

Date of annual meeting for election of directors, second Monday in January of each year.

GENERAL INFORMATION.

Name of road : State Line and Middlesex Railroad.

By whom operated : No one.

The general offices of the company are located at Sharon, Mercer county, Pa.

For information concerning this report, address Jos. N. McClure, Sharon, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The road has been surveyed, staked out and located, but no rights of way have been secured or work done on the road.

CAPITAL STOCK.

Amount authorized by law,	\$50,000 00
Amount subscribed,	10,000 00
Amount now paid in, common,	1,000 00
Amount paid in on each share issued,	5 00
Par value of each share,	5 00

STATE LINE AND SULLIVAN RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. Raymond Claghorn,	President,	No. 222 W. Logan square, Philadelphia.
O. A. Baldwin,	Secretary and Treasurer,	Towanda, Pa.
J. O. Blight,	{ General Manager, General Superintendent, }	Towanda, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. Raymond Claghorn. .	No. 222 West Logan square, Philad'a.	Henry C. Davis,	No. 576 Lexington av., New York city.
Edward Hoopes.	No. 1534 Archstreet, Philadelphia.	Charles H. Banes, . . .	No. 2021 Spring Garden, st., Philad'a.
N. N. Betts,	Towanda, Pa.	Charles Y. Audeuried, .	No. 1823 Walnut st., Philadelphia.
W. S. Grant,	No. 1515 Spruce, st., Philadelphia.		

Date of annual meeting for election of directors, third Wednesday in month of May.

GENERAL INFORMATION.

Name of road: State Line and Sullivan Railroad.
 By whom operated: Pennsylvania and New York Canal and Railroad Company,
 By what authority: Railroad leased May 1, 1834, for fifty years to the Pennsylvania and New York Canal and Railroad Company at rental of \$36,000 per annum for first three years, and \$40,000 per annum for balance of term of lease.
 The general offices of the company are located at Towanda, Pa., and No. 204 Walnut Place, Philadelphia.
 For information concerning this report, address J. Raymond Claghorn, President, No. 204 Walnut Place, Philadelphia.

CAPITAL STOCK.

Amount authorized by votes of company,	\$1,000,000 00
Amount subscribed,	983,650 00
Amount now paid in, common,	983,650 00
Number of shares issued,	19,673
Amount paid in on each share issued,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Bonds (bear interest at 7 per cent., which is payable January and July 1), amount,	\$300,000 00
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COST.

Our road having been purchased at foreclosure sale by the bondholders, whose interest in the bonds is represented by the stock standing to their credit, it is impossible to give a correct answer to this question.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Monroeton, Pa., to Bernice, Pa.,	24	2
Length of single main track,	24	2
SUMMARY.		
Length of main line,	24	2
Length of sidings and other tracks not above enumerated,	1	
Length of all tracks,	25	2
TRACK.		
Miles of track laid with steel rail on lines owned, leased or operated, .	24	2
Miles of track laid with iron rail on lines owned, leased or operated, .	1	
Weight of rail per yard, { Steel,		58 lb
{ Iron,		56 lb

TELEGRAPH LINES.

Length of lines in miles, 29; in Pennsylvania,	
Number of miles of wire, 58; in Pennsylvania,	

See report Pennsylvania and New York Canal and Railroad Company, lessees.

STEWART RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Joseph N. McClure,	President,	Sharon, Pa.
Charles F. Phillips,	Secretary,	Sharon, Pa.
James S. Fruit,	Treasurer,	Sharon, Pa.
H. Leach,	Chief Engineer.	

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Samuel McClure,	Sharon, Pa.	John McClure,	Sharon, Pa.
Charles F. Phillips,	Sharon, Pa.		

Date of annual meeting for election of directors, second Monday of January of each year.

GENERAL INFORMATION.

Name of road : The Stewart Railroad.
 By whom operated : Lake Shore and Michigan Southern Railway Company.
 By what authority : Verbal lease.
 The general offices of the company are located at No. 7 Vine street, Sharon, Mercer county, Pa.
 For information concerning this report, address Joseph N. McClure, Sharon, Mercer county, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Stewart Railroad Company ; original charter dated September 9, 1887, and the road has been completed and is being operated by the Lake Shore and Michigan Southern Railway Company.

CAPITAL STOCK.

Amount authorized by law,	\$10,000 00
Amount authorized by votes of company,	10,000 00
Amount subscribed,	5,000 00
Amount now paid in, common,	500 00
Amount paid in on each share,	5 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$7,322 59
Total cash realized from capital stock and debt,	500 00

COST.		
Total cost of roads owned to date,		\$7,322 59
Average of same per mile of road laid (.39),		18,776 00
Proportion of same for Pennsylvania,		7,322 59
Total cost of road and equipment,		7,322 59
Proportion of same for Pennsylvania,		7,322 59

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from State line Ohio and Pa. to Stewart's Mills, .	.39	.39
SUMMARY.		
Length of main line, . . . . .	.39	.39
Total length of all roads owned, leased and operated, . . . . .	.39	.39

GAUGE.	
Gauge of lines,	4 ft. 8½ in

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	.39	.39

Weight of rail per yard, steel,	60 lbs.
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See report of Lake Shore and Michigan Southern Railway Company.

STEWARTSTOWN RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
James Fulton,	President,	Stewartstown, Pa.
Joseph W. Anderson,	Vice President,	Stewartstown, Pa.
John B. Gemmill,	Secretary,	Stewartstown, Pa.
Andrew Anderson,	Treasurer,	Stewartstown, Pa.
C. W. Shaw,	Auditor,	Stewartstown, Pa.
James Fulton,	General Manager,	Stewartstown, Pa.
John B. Gemmill,	General Superintendent,	Stewartstown, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Andrew Anderson,	Stewartstown, Pa.	John B. Gemmill,	Stewartstown, Pa.
Joseph W. Anderson,	Stewartstown, Pa.	John Wiley,	Norrisville, Md.
William Hanmell,	Stewartstown, Pa.	John T. Keeney,	Tolna, Pa.
Andrew Leib,	Stewartstown, Pa.	M. W. Bahn,	New Freedom, Pa.
A. G. Bowman,	Stewartstown, Pa.	Michael Schall,	York, Pa.
James C. Jordan,	Stewartstown, Pa.	John S. Leib,	Baltimore, Md.

Date of annual meeting for election of directors, the second Monday in January.

GENERAL INFORMATION.

Name of road : Stewartstown.
By whom operated : By the Stewartstown Railroad Company.
By what authority : Under charter granted by the Commonwealth of Pennsylvania.
The general offices of the company are located at Stewartstown, Pa.
For information concerning this report, address James Fulton, Stewartstown, Pa.
How are the passenger cars on your road heated, lighted and ventilated? Heated with stoves, lighted by oil lamps, ventilated by the doors, windows and the usual side ventilators above the windows.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Stewartstown Railroad Company was organized on a charter granted by the State of Pennsylvania, dated September 22, A. D. 1884; contract for grading and masonry was awarded, and work commenced in October, 1884; track laying was commenced in June, 1885, and the road completed and opened for traffic September 10, 1885.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount subscribed,	70,000 00
Amount now paid in, common,	70,000 00
Number of shares issued;	1,400
Amount paid in on each share,	50 00
Par value of each share,	50 00

COST.

Cost of roads owned to December 31, 1887,	\$68,899 17
Total cost of equipment owned,	7,168 48
Cost of road and equipment per mile (of road owned by the company),	10,565 00
Total cost of roads and equipment,	76,667 65

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a
Length of main line from New Freedom to Stewartstown,	7.2	7.2
SUMMARY.		
Length of main line,	7.2	7.2
Length of all sidings and other tracks not above enumerated,	1.05	1.05
Length of all tracks,	8.25	8.25

GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	8.2	8.2

Weight of rail per yard, steel,	50 lbs.
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BRIDGES AND TRESTLES.

Wooden bridges, number of, 1; length,	14 feet.
Wooden trestles, number of, 5; aggregate length,	1,900 feet.
Total length of bridges and trestles,	1,914 feet.

CROSSINGS.

Number of crossings of highways at grade in this Commonwealth, .	15
Number of crossings of highways under railroad,	3

Statement of regulations governing the employes in regard to these crossings: Trainmen are required to blow the whistle and ring the bell when approaching crossings at grade.

STATIONS.

Number of stations on main line, passenger, 9; freight, 8,	9
Number of engine houses and shops owned by the company,	1
Number of fuel and water stations on main line,	1
Value of real estate held by the company, exclusive of roadway, about,	\$2,200 00

Material of foundation upon which track is laid: Earth and stone.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	1	\$5,375 00
Passenger cars, first-class, combination car,	1	1,350 00
Cars, roadway department, 8-wheel,	1	250 00
Hand cars and hand trucks, etc.,		193 48

Train brake in use: The American steam brake on locomotives; hand brakes on cars.

CHARACTERISTICS OF ROAD—CONTINUED.

EMPLOYES.

Average number of persons regularly employed by company, including officials,	10
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DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of passengers carried one mile in Pennsylvania,	15,181
Number of tons of 2,000 pounds of through freight for the year on main road,	14,020
Number of tons of 2,000 pounds of local freight for the year,	76
Gross amount of tonnage for the year (2,000 pounds per ton),	14,096
Average rate of speed adopted by express trains and freight trains, including stops, (miles per hour),	14

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite, Bituminous coal and coke,	1,626	Live stock,	386
Fertilizers,	2,000	Lumber,	1,827
Stone and lime,	120	Total,	14,096
Agrieultural products,	6,292		
Merehandise and manufactures,	1,845		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

Average rate per ton,	47 ³ / ₄ cents.
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	AMOUNT.
January, 1888,	678	\$132 35
February, 1888,	638	100 99
March, 1888,	796	212 02
April, 1888,	1,271	252 17
May, 1888,	1,237	90 71
June, 1888,	1,476	148 34
July, 1888,	1,686	218 99
August, 1888,	2,268	516 09
September, 1888,	1,455	131 68
October, 1888,	1,154	269 52
November, 1888,	1,244	171 84
December, 1888,	1,278	228 75
Total,	15,181	\$2,472 55

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers,	3 cents.
For first-class way passengers,	3 cents.

EARNINGS FOR THE YEAR—CONTINUED.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	AMOUNT.
January, 1888,	780	\$358 70
February, 1888,	669	303 43
March, 1888,	595	306 20
April, 1888,	1,261	616 44
May, 1888,	1,320	690 82
June, 1888,	1,353	618 35
July, 1888,	1,118	523 26
August, 1888,	1,636	824 42
September, 1888,	2,005	957 94
October, 1888,	1,810	873 17
November, 1888,	810	426 55
December, 1888,	739	248 11
Total,	14,096	\$6,747 42

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
December, 1887,		\$110 00		
January, 1888,		13 83		
February, 1888,		17 00		
March, 1888,	\$78 64	17 36	\$200 00	
April, 1888,		18 47		
May, 1888,		18 94		
June, 1888,	84 88	21 07	681 05	
July, 1888,		15 58		
August, 1888,		17 07		
September, 1888,	81 76	21 21		
October, 1888,		20 48		
November, 1888,		18 13		
December, 1888,	81 76	32 50	1,053 47	
Total,	\$327 04	\$341 64	\$1,934 52	\$2,603 20

RECAPITULATION.

Total passenger earnings for the year,	\$2,472 55
Total freight earnings for the year,	6,747 42
Total earnings from all other sources,	2,603 20
Total earnings for the year,	\$11,823 17

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Agents,	\$742 30
Brakemen,	321 10
Car service,	234 00
Clerks (auditing),	93 90
Conductors and train agents,	600 00
Incidentals,	196 25
Insurance,	4 54
Mail expenses,	87 50
Oil for lamps,	16 19
Stationery and printing,	120 27
Total,	\$2,416 05

MOTIVE POWER.

Enginemen and firemen, passenger and freight,	\$919 80
Fuel for locomotives,	1,012 60

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

Locomotives, repairs of,	\$911 08
Oil for locomotives,	95 60
Tallow for locomotives,	65 00
Waste for locomotives,	19 90
Total,	<u>\$3,023 98</u>

MAINTENANCE OF WAY.

Cross-ties,	\$13 00
Expenses on property,	136 87
Road-bed, repairs of, labor and material,	84 54
Snow and ice, removing,	65 27
Stationery and printing,	12 00
Tools and repairs of tools,	30 41
Track, repairing,	1,380 49
Total,	<u>\$1,722 58</u>

GENERAL EXPENSES.

Office expenses, repairs and furniture, rent,	\$61 50
Total,	<u>\$61 50</u>

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$2,472 55
Freight transportation, local and through,	6,747 42
Mail service, \$327.04; express service, \$341.64; total,	668 68
Miscellaneous,	1,934 52
Total,	<u>\$11,823 17</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$2,416 05
Motive power,	3,023 98
Maintenance of way,	1,722 58
General expenses,	61 50
Total operating expenses,	<u>\$7,224 11</u>

Operating expenses, 61.1 per cent. of earnings.

Earnings per mile of road operated,	\$1,642 00
Expenses per mile of road operated,	1,002 00
*Net earnings,	<u>\$4,599 06</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of road, equipment and property,	\$76,067 65
Material and supplies on hand,	397 77
Bills receivable (approximate),	37 50
Cash in bank and due from agents,	5,027 35
	<u>\$81,530 27</u>

LIABILITIES.

Capital stock, 1,400 shares,	\$70,000 00
Bills payable (approximate),	295 00
Profit and loss,	7,035 27
Six per cent. dividend, payable January 14, 1889,	4,200 00
	<u>\$81,530 27</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: Compensation based upon weight of mail matter.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year : January, 1888, 3 per cent. dividend paid from earnings of 1887 ; December 31, 1888, 6 per cent. dividend declared, payable January 14, 1889.

Paid in dividends and payable, cash,	\$6,300 00
Balance for the year, or surplus,	4,599 06
Surplus at commencement of the year,	2,528 29
Total surplus,	7,127 35
Surplus invested as follows :	
In dividends as above,	6,300 00
Cash in banks and hands of agents,	827 35
Material, fuel and stores,	397 77

STONY CREEK RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING OCTOBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
James Boyd,	President,	Norristown, Pa.
Howard Boyd,	Secretary and Treasurer,	Norristown, Pa.
F. C. Boggs,	Auditor,	Norristown, Pa.
James Boyd,	General Solicitor,	Norristown, Pa.
Geo. B. Boggs,	Engineer and Superintendent,	Norristown, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
A. R. Cox,	Norristown, Pa.	Daniel C. Getty,	Norristown, Pa.
F. D. Sower,	Norristown, Pa.	E. Chanuing Potts,	Norristown, Pa.
Oliver G. Morris,	Line Lexington, Pa.	J. P. Hale Jenkins,	Norristown, Pa.
Daniel S. Heebner,	Lansdale, Pa.	John S. Heebner,	Lansdale, Pa.
Samuel Dresher,	Norritonville, Pa.	John Oberholtzer,	Norristown, Pa.
John Slingluff,	Norristown, Pa.	W. F. Slingluff,	Norristown, Pa.

Date of annual meeting for election of directors, third Monday in January.

GENERAL INFORMATION.

Name of road: Stony Creek Railroad.
By whom operated: The company operates its own road.
The general offices of the company are located at 318 DeKalb street, Norristown, Montgomery county, Pa.
For information concerning this report, address the superintendent and engineer.
How are the passenger cars on your road heated, lighted and ventilated: The cars used by this company are heated by hot water and by stoves; are lighted by coal oil, and ventilated by ventilators in roof of car and over the doors.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Stony Creek Railroad Company was incorporated by charter dated April 14, 1868, under the laws of the State of Pennsylvania. The road was constructed between Norristown, Pa., and Lansdale, Pa., and was opened for business January 1, 1874.

CAPITAL STOCK.

Amount authorized by act incorporating the company: 1,000 shares at \$50, which was afterwards and finally increased, by the stockholders, to 4,000 shares at \$50, \$200,000 of which (3,522 shares at \$50) have been issued,	\$176,100 00
Amount subscribed,	176,100 00
Amount now paid in, common,	176,100 00
Number of shares issued,	3,522
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Mortgage bonds (due October 1, 1907; bear interest at 7 per cent., which is payable April 1 and October 1), amount,	\$350,000 00
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UNFUNDED DEBT.

Liabilities, incurred for construction, equipment or purchase of property and current expenses,	\$230,355 30
Philadelphia and Reading Railroad Company's coupon account,	232,750 00
Mortgages,	5,500 00
Total amount of liabilities,	468,605 30
Total amount of funded debt and liabilities,	\$818,605 30
Funded debt as per last report,	\$350,000 00
Liabilities as per last report,	423,287 43

COST.

Cost of roads owned to October 31, 1887,	\$552,636 75
Cost of additions for the year ending October 31, 1888,	68 00
Total cost of roads owned to date,	552,704 75
Average of same per mile of road laid, single track, including sidings,	42,320 42
Proportion of same for Pennsylvania, all,	
Cost of equipment owned to October 31, 1887,	497 34
Total cost of equipment owned,	497 34
Average cost of equipment per mile of road owned by the company,	44 60
Average cost of equipment per mile of road operated by company,	44 60
Proportion of same for Pennsylvania, all,	
Cost of road and equipment per mile (of road owned by company),	49,614 54
Proportion of same for Pennsylvania, all,	
Total cost of roads and equipment,	553,202 09
Proportion of same for Pennsylvania, all,	

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, single track, from Norristown, Pa., to Lansdale, Pa.,	10.30	10.30
BRANCHES.		
State Asylum branch, from Asylum Junction to State Asylum, length of single track, . . . . .	.85	.85
SUMMARY.		
Length of main line,	10.30	10.30
Length of branches owned by the company, . . . . .	.85	.85
Total length of all roads owned and operated,	11.15	11.15
Length of sidings and other tracks not above enumerated,	1.91	1.91
Length of all tracks,	13.06	13.06

GAUGE.

Gauges of lines,	4 ft. 8½ ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	7.51	7.51
Miles of track laid with iron rail on lines owned, leased or operated,	5.55	5.55

CHARACTERISTICS OF ROAD—CONTINUED.

Weight of rail per yard,	Steel,	68 and 70 lbs.
	Iron,	58 and 68 lbs.

TELEGRAPH LINES.

Telegraph line is owned by the Philadelphia, Reading and Pottsville Telegraph Company.

BRIDGES AND TRESTLES

Number of bridges and trestles on lines owned by the company, . .	10
Iron bridges, number of, 9; aggregate length,	330 feet
Wooden trestles, number of, 1; length,	50 feet
Total length of bridges and trestles,	380 feet

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth,	15
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	2
Number of crossings at which gates or flagmen are maintained,	2
Number of crossings at which there are neither gates nor flagmen,	13

Statement of regulations governing employes in regard to these crossings: Whistle boards are placed at proper distances from all grade crossings, and engineers are instructed to sound their whistles before such boards are passed. Flagmen must stand fairly on the crossing, and give timely warning to all persons approaching.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	3	3
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	1	1
Value of real estate held by the company, exclusive of roadway,	\$46,569 31	\$46,569 31

Material of foundation upon which track is laid: Oak, chestnut and cedar crossings and coal cinders.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Freight trains, 4-wheel, caboose car,	1	\$397 34
Hand cars and hand trucks,	5	20 00

This company owns no equipment, with the exception of that stated above. All other equipment is furnished by the Philadelphia and Reading Railroad Company at fixed mileage rates.

Train brake in use: Westinghouse automatic air brake.

Average number of ears in passenger trains, including mail, express and baggage cars,	2.5
Average number of ears in freight trains,	8
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	85
Average weight of freight trains, including locomotive and tender, in working order, in tons,	150

EMPLOYES.

Average number of persons regularly employed by company, including officials,	41
Same in Pennsylvania,	41

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Total number of miles run by passenger and mixed trains,	37,677
Number of miles run by freight and coal trains,	6,448
Total number of miles run,	44,125
Number of passengers carried one mile in Pennsylvania,	691,641
Net cost per mile for each passenger carried, approximate average, .	3.95 cents
Number of tons of 2,000 pounds of local freight for the year,	37,995
Number of tons of freight carried one mile,	179,145
Number of tons of freight carried one mile in Pennsylvania,	179,145
Gross amount of tonnage for the year (2,000 pounds per ton),	37,995
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	25
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	19,694	Live stock,	347
Bituminous coal and coke, . .	308	Lumber,	1,408
Other iron or castings,	102	Other articles,	1,498
Stone and lime,	1,384		
Agricultural products,	5,555	Total,	37,995
Merchandise and manufactures, .	7,699		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For local freight and coal, per ton per mile, average rate, 5.46 cents.

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
November, 1887,	3,431	35,683	\$765 23	3,995	17,944	\$617 95	7,426	53,627	\$1,383 18
December, 1887,	2,889	30,046	709 39	3,681	16,031	625 18	6,570	46,077	1,334 57
January, 1888,	2,258	23,483	584 40	2,829	12,337	500 20	5,087	35,820	1,084 60
February, 1888,	2,331	24,242	574 75	3,175	14,789	507 20	5,506	39,031	1,081 95
March, 1888,	2,769	28,798	672 40	3,070	17,152	572 30	6,439	45,950	1,244 70
April, 1888,	3,016	31,366	752 55	3,967	18,385	658 97	6,983	49,751	1,411 52
May, 1888,	2,778	28,891	699 05	3,589	17,468	655 20	6,317	46,339	1,354 25
June, 1888,	3,034	31,556	760 85	3,944	18,197	665 22	6,978	49,538	1,326 97
July, 1888,	4,493	46,727	999 36	5,636	23,260	1,015 15	10,129	69,987	2,014 51
August, 1888,	3,605	37,492	776 08	7,588	43,457	1,090 43	11,193	80,949	1,866 51
September, 1888,	3,542	36,837	824 72	4,918	24,366	613 38	8,460	61,203	1,438 10
October, 1888,	3,897	61,329	1,033 65	4,132	21,805	578 47	10,029	83,134	1,612 12
Total,	40,043	416,450	\$9,152 43	54,074	275,191	\$7,999 65	94,117	691,641	\$17,152 08

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:
For first-class through passengers, 2.197 cents; for first-class way passengers, 2.91 cents.

EARNINGS FOR THE YEAR—CONTINUED.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	MILES.	AMOUNT.
November, 1887,	3,343	16,837	\$695 40
December, 1887,	3,324	14,329	953 76
January, 1888,	2,220	13,593	1,036 11
February, 1888,	2,576	14,744	610 88
March, 1888,	1,963	10,914	502 11
April, 1888,	2,679	15,022	636 58
May, 1888,	2,615	15,235	652 20
June, 1888,	3,668	14,616	791 00
July, 1888,	3,918	17,700	1,198 98
August, 1888,	4,106	17,037	989 71
September, 1888,	3,336	13,496	732 11
October, 1888,	4,247	15,622	991 43
Total,	37,995	179,145	\$9,790 27

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
November, 1887,			\$85 95	\$85 95
December, 1887,			432 81	432 81
January, 1888,	\$115 42		305 07	420 49
February, 1888,			9 08	9 08
April, 1888,			80 50	80 50
May, 1888,	106 54		9 00	115 54
July, 1888,	115 42			115 42
August, 1888,			346 50	346 50
October, 1888,	115 42		92 50	207 92
Total,	\$452 80		\$1,361 41	\$1,814 21

RECAPITULATION.

Total passenger earnings for the year,	\$17,152 00
Total freight earnings for the year,	9,790 27
Total earnings from all other sources,	1,814 21
Total earnings for the year,	\$28,756 50
Total receipts from all sources on whole length of line,	\$28,756 50
Proportion of earnings in Pennsylvania to earnings of whole line,	28,756 50

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Passenger and freight houses,	\$68 00
Proportion for Pennsylvania,	68 00

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$108 63	\$46 56	\$155 19
Agents and operators,	1,459 64	1,225 55	2,685 19
Baggage masters,	641 65	.....	641 65
Brakemen,	573 55	823 09	1,396 64
Cars, cleaning,	165 00	.....	165 00
Car furniture, fixtures and other expenses,	73 71	6 14	79 85
Car service,	2,050 20	433 74	2,483 94
Clerks,	130 90	367 10	498 00
Conductors,	1,042 81	353 62	1,396 43
Dispatchers,	294 79	126 34	421 13
Expenses of stations, except labor,	77 39	33 16	110 55
Heating stations,	122 37	52 44	174 81
Labor at stations,	166 17	71 22	237 39
Lighting cars,	16 12	.....	16 12
Lighting stations,	94 71	40 59	135 30
Loss and damage, . . . . .	.....	12 19	12 19
Mail expenses,	169 00	.....	169 00
Oil for signals,	8 82	3 78	12 60
Stationery and printing,	302 49	129 64	432 13
Telegraph and telephone expenses,	98 00	42 00	140 00
Watchmen at crossings,	773 50	331 50	1,105 00
Total,	\$8,369 45	\$1,098 66	\$12,468 11
MOTIVE POWER.			
Enginemen and firemen, passenger,	\$2,011 26	.....	\$2,011 26
Enginemen and firemen, freight, . . . . .	.....	\$874 05	874 05
Engine house, expenses and repairs of,	100 30	42 99	143 29
Fuel for locomotives,	4,422 80	1,895 48	6,318 28
Laborers,	943 00	404 14	1,347 14
Locomotive furniture and fixtures,	23 62	10 12	33 74
Locomotives, mileage of,	1,784 85	764 93	2,549 78
Oil for locomotives,	87 01	37 29	124 30
Sand for locomotives,	3 32	1 42	4 74
Turn-table, repairs of,	26 28	11 26	37 54
Waste for locomotives,	21 44	9 18	30 62
Watchmen,	378 00	162 00	540 00
Water, wood and coal stations, expenses and repairs of,	95 33	40 85	136 18
Total,	\$9,897 21	\$4,253 71	\$14,150 92

MAINTENANCE OF WAY.

Ballast,	\$262 84
Bridges, repairs of,	127 36
Cattle pens,	23 76
Cross-ties,	2,424 00
Expenses on property,	221 04
Foremen, tool and watch-houses, repairs of,	4 05
Frogs,	36 18
Incidentals,	37 13
Labor in yards,	16 43
Rails, steel, including splices, etc.,	1,231 97
Road-bed, repairs of, labor and material,	1,004 44
Snow and ice removing,	449 61
Signals, repairs of,	19 78
Spikes,	64 65
Stations, repairs of,	198 61
Switches and sidings, repairs of,	473 92
Telegraph, repairs of,	12 72
Tools and repairs of tools,	65 81
Track, repairing,	2,131 69
Trucks, etc.,	27 82
Watchmen,	54 24
Total,	\$8,888 05

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

GENERAL EXPENSES.

Advertising,	\$1 50
Attendants,	70 00
Clerks,	630 00
Fuel, light and rent,	146 55
Incidentals and legal expenses,	115 02
Interest on mortgages and ground rents,	320 00
Office expenses, repairs and furniture,	9 00
Salaries of president and other officers,	2,040 00
Stationery and blanks,	41 98
Taxes on real estate,	236 96
Taxes on capital stock,	52 83
Taxes on gross receipts,	250 85
Wharf and water rents,	124 00
Total,	\$4,048 69

EARNINGS—SUMMARY.

Tassenger transportation, local, \$7,999 65; through, \$9,152 43; total,	\$17,152 08
Freight transportation, local,	9,790 27
Mail service,	452 80
Miscellaneous,	1,361 41
Total,	\$28,756 56

EXPENSES—SUMMARY.

Conducting transportation,	\$12,468 11
Motive power,	14,150 92
Maintenance of way,	8,888 05
General expenses,	4,048 69
Total operating expenses,	\$39,555 77
Expenditures charged to cost of road, real estate and equipment during the year,	68 00
Total expenditures during the year,	\$39,623 77

Operating expenses, 137½ per cent. of earnings.	
Earnings per mile of road operated, 11.15 miles,	\$2,579 00
Expenses per mile of road operated, including expenditures charged to cost of road,	3,553 70
Deficit,	10,867 21

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$454,869 16
Equipment,	397 34
Real estate,	46,569 31
Right of way,	42,269 07
Six per cent. Agricultural Improvement Company bonds of Norristown,	300 00
Materials,	3,783 98
Cash,	27,952 48
Amounts due on account of October, 1888, business,	5,591 05
Income account,	417,247 46
	\$998,979 68

GENERAL BALANCE SHEET, 1888—CONTINUED.

LIABILITIES.

Capital stock,	\$176,100 00
Installments,	884 64
Mortgage bonds,	350,000 00
North Pennsylvania Railroad Company's account (May 14, 1879), .	181,247 67
Philadelphia and Reading Railroad Company coupon account, . . .	232,750 00
Philadelphia and Reading Railroad Company account current, . . .	48,222 99
Sundry amounts and wages due on account October business, . . .	2,232 72
Mortgages and ground rents,	5,500 00
Coupons accrued, due April 1, 1889,	2,041 66
	<u>\$998,979 68</u>

EXPRESS COMPANIES.

Names of express companies that run on the road : This company has no express business.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : No transportation companies do business on the road other than lines of cars belonging to different railroad companies in ordinary interchange of business.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service : \$452.80 during the year. No contracts.

ACCIDENTS TO PERSONS.

Employés injured, from their own misconduct or carelessness, . . . 1

STRASBURG RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
H. Baumgardner,	President,	Lancaster, Pa.
T. Baumgardner,	Treasurer,	Lancaster, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
H. Baumgardner, . . .	Lancaster, Pa.	T. Baumgardner,	Lancaster, Pa.

GENERAL INFORMATION.

Name of road : Strasburg Railroad.

By whom operated : E. C. Mussleman, lessee.

With what other companies consolidated : None.

The general offices of the company are located at Lancaster City, Pa.

For information concerning this report, address T. and H. Baumgardner, Lancaster City, Pa.

How are the passenger cars on your road heated, lighted and ventilated ? One passenger car with coal stove ; no artificial light or ventilation.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Lancaster City, Pa. The Strasburg Railroad Company was chartered about the year 1848. The capital stock consisted of 400 or 500 shares, at \$100.00 each, making the capital \$40,000 or \$50,000. In order to furnish and equip the road, it became necessary to create a mortgage debt of about \$10,000. The road was worked until about the year 1846, without profit to the stockholders, during which time the debt was increased and the road was sold to a new company for the amount of the mortgage and accrued interest, about \$12,000 to \$13,000. By the second company the road was leased to John F. and Cyrus N. Herr, who commenced buying the several interests belonging to the other stockholders of the company, until they became the owners of the road. The road cost J. F. and Cyrus N. Herr, from \$8,000 to \$10,000, and became their property, prior to the year 1866, when they admitted Amajiah M. Herr, as a partner, and worked the road as the firm of Herr & Co. This firm was compelled to make an assignment of all their assets, including the Strasburg Railroad, in the year 1875. In 1876 the road was sold, by the assignee, to Thomas and Henry Baumgardner, who are now the owners thereof. The said T. and H. Baumgardner have a desire to retain the charter, with a prospect of utilizing the same in the extension of the road to other points.

CAPITAL STOCK.

Amount authorized by law, \$500,000 00

DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

Supposed to have from \$50,000 to \$60,000, but the present owners cannot state the amount of cost accurately. They purchased the road at assignees sale in 1876. See report for 1884.

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, 4½ miles.

SUMMARY.

Length of main line, 4½ miles.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	2	2
Number of stations on leased roads, passenger and freight,	1	1

EQUIPMENT.

Locomotives, 1

Passenger cars, second-class, 1

Freight cars, 8-wheel, 1

Hand cars and hand trucks, 1

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passsenger trains, 3,744

EARNINGS FOR THE YEAR.

FROM ALL OTHER SOURCES.

Gross receipts for year 1888, \$600 00

EXPENDITURES FOR OPERATING DURING THE YEAR.

GENERAL EXPENSES.

Thomas and Henry Baumgardner furnish all necessary material, and lessee, E. C. Mussleman, keeps the road in repairs.

SUNBURY, HAZLETON AND WIKES BARRE RAILWAY
COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICETS.

NAMES.	OFFICERS.	RESIDENCES.
J. N. DuBarry,	President,	Philadelphia, Pa.
Albert Hewson,	Secretary,	Philadelphia, Pa.
Taber Ashton,	Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
A. J. Cassatt,	Philadelphia, Pa.	H. H. Houston,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.	Henry D. Welsh,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.	John P. Green,	Philadelphia, Pa.

Date of annual meeting for election of direetors, third Tuesday in May.

GENERAL INFORMATION.

Name of road: The Sunbury, Hazleton and Wilkes-Barre Railway.
By whom operated: Pennsylvania Railroad Company.
By what authority: Lease for fifty years, from May 1, 1878.
The general offices of the company are located at-233 South Fourth street, Philadelphia, Pa.
For information concerning this report, address T. Ashton, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original eompany, Wilkes-Barre and Pittston Railroad Company, incorporated April 15, 1859. Name ehanged to Danville, Hazleton and Wilkes-Barre Railroad Company April 10, 1867.
Sold under foreclosure March 20, 1878.
The Sunbury, Hazleton and Wilkes-Barre Railway Company organized May 1 1878.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 0
Amount subscribed,	1,000,000 0
Amount now paid in, eommon,	1,000,000 0
Number of shares issued,	20,000
Amount paid in on each share,	50 0
Par value of each share,	50 0

DEBT.

FUNDED DEBT.

First mortgage bonds, series A (due May 1, 1928; bear interest at 5 per cent., which is payable May 1 and November 1), amount, . . .	\$1,000,000 00
First mortgage bonds, series B (due May 1, 1928; bear interest at 6 per cent., which is payable May 1 and November 1), amount, . . .	185,000 00
Second mortgage income bonds (due May 1, 1938; bear interest at 6 per cent., which is payable May 1 and November 1), amount, . . .	1,350,000 00
Total amount of funded debt,	<u>\$2,535,000 00</u>
Funded debt as per last report,	\$2,535,000 00
Total cash realized from capital stock and debt,	<u>\$3,535,000 00</u>

COST.

Cost of road owned to December 31, 1887,	\$3,535,109 96
Total cost of roads owned to date,	<u>3,535,109 96</u>

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Sunbury to Tomhicken,	43.44	43.44
Length of single main track,	43.44	43.44
SUMMARY.		
Length of main line,	43.44	43.44
Total length of all roads owned, leased and operated,	43.44	43.44
Length of sidings and other tracks not above enumerated,	10.10	10.10
Length of all tracks,	53.54	53.54

GAUGE.

Gauge of lines,	4 ft. 9 ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	47.29	47.29
Miles of track laid with iron rail on lines owned, leased or operated,	6.25	6.25

Weight of rail per yard, { Steel,	50, 60, 70 lbs.
{ Iron,	50, 60, 64 lbs.

TELEGRAPH LINES.

Length of lines in miles, 43.23; in Pennsylvania,	43.23
Number of miles of wire, 255.33; in Pennsylvania,	255.33

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	25
Wooden bridges, number of, 10; aggregate length,	917 feet.
Stone bridges, number of, 3; aggregate length,	36 feet.
Iron bridges, number of, 6; aggregate length,	264 feet.
Wooden trestles, 6; aggregate length,	1,976 feet.
Total length of bridges and trestles,	<u>3,193 feet.</u>

CHARACTERISTICS OF ROAD—CONTINUED.
CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth:
Catawissa and Williamsport branch P. and R. Railroad, at Catawissa; Philadelphia
and Erie Railroad, at Sunbury.
Number of crossings of highways at grade, in this Commonwealth, . 32
Number of crossings of highways over railroad, 1
Number of crossings of highways under railroad, 2
Number of crossings at which there are neither gates nor flagmen, . 32

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	5	5
Number of fuel and water stations on main line,	5	5

Material of foundation upon which track is laid: White oak ties, stone, cinder and
culm ballast.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated com-
panies declared during the year :
May 1, 1888, 2½ per cent
November 1, 1888, 2½ per cent
Paid in dividends, cash, \$50,000 00

SUNBURY AND LEWISTOWN RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Aaron Fries,	President, . .	Philadelphia.
Frank S. Lewis,	Secretary and Treasurer, . .	Philadelphia.
James H. Campbell,	General Solicitor,	Philadelphia.
W. M. Phillips,	Division Superintendent, . .	Lewistown, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Charles F. Berwind, . .	Philadelphia.	Samuel G. Lewis, . .	Philadelphia.
Stephen Greene, . . .	Philadelphia.	John W. Moffly,	Philadelphia.
John Hart,	Doylestown, Pa.	George Shannon,	Norristown, Pa.

Date of annual meeting for election of directors, first Monday in May.

GENERAL INFORMATION.

Name of road : Sunbury and Lewistown Railway.

By whom operated : Pennsylvania Railroad Company.

By what authority : Lease, dated July 22, 1876, for 99 years from July 1, 1876.

The general offices of the company are located at room 257 Bullitt building, Philadelphia.

For information concerning this report, address Frank S. Lewis, Secretary and Treasurer, room 257 Bullitt Building, Philadelphia.

CAPITAL STOCK.

Amount authorized by law,	\$600,000 00
Amount authorized by the votes of company,	600,000 00
Amount subscribed,	600,000 00
Amount now paid in, common,	600,000 00
Number of shares issued, 12,000	
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due July 1, 1896; bear interest at 7 per cent., which is payable January 1 and July 1), amount,	\$600,000 00
Less amount not issued reserved for betterments,	100,000 00
Total amount of funded debt issued,	\$500,000 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line from Lewistown to Selinsgrove Junction,	43.45	43.4
Length of single main track,	43.45	43.4
BRANCHES.		
Lewistown and Tinscarora bridge across Susquehanna river at Selinsgrove, length of road, . . . . .	.12	.....
SUMMARY.		
Length of main line,	43.45	43.4
Length of branches owned by the company, . . . . .	.12	.1
Total length of all roads owned, leased and operated,	43.57	43.5
Length of sidings and other tracks not above enumerated,	5.62	5.6
Length of all tracks,	49.19	49.1

GAUGE.

Gauge of lines, 4 ft. 9 ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	43.82	43.8
Miles of track laid with iron rail on lines owned, leased or operated, .	5.37	5.3
	49.19	49.1

Weight of rail per yard, { Steel, 56 and 60 lbs
 { Iron, 45, 56 and 60 lbs

TELEGRAPH LINES.

Length of lines in miles, 49; in Pennsylvania, 4
 Number of miles of wire, 49; in Pennsylvania, 4

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 2
 Wooden bridges, number of, 23; aggregate length, 4,517 feet
 Iron bridges, number of, 2; aggregate length, 118 feet
 Wooden trestles, number of, 4; aggregate length, 1,854 feet
 Total length of bridges and trestles, 6,489 feet

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth, 4
 Number of crossings of highways under railroad,
 Number of grade crossings at which there are neither gates nor flagmen, 4

Statement of regulations governing employes in regard to these crossings: Whistle must be sounded one-fourth mile before crossing is reached and bell rung until crossing is passed.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 9; freight, 9,	9	9
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	5	5

CHARACTERISTICS OF ROAD—CONTINUED.

Material of foundation upon which track is laid: White and rock oak ties and broken stone ballast.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year:

Paid January 16, 3 per cent.,	\$18,000 00
Paid April 1, 3 per cent.,	18,000 00
Paid October 1, 3 per cent.,	18,000 00
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Paid in dividends, cash,	\$54,000 00
Balance for the year, or deficiency,	8,604 75
Surplus at commencement of the year,	82,707 79
Total surplus,	74,103 04
Surplus invested as follows:	
Cash and loans,	74,103 04
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See report of Pennsylvania Railroad Company.

SUSQUEHANNA AND CLEARFIELD RAILROAD COMPANY

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. N. DuBarry,	President,	Philadelphia, Pa.
Albert Hewson,	Secretary,	Philadelphia, Pa.
Taber Ashton,	Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John P. Green,	Philadelphia, Pa.	N. Parker Shortridge, .	Wynnewood, Pa.
Wistar Morris,	Philadelphia, Pa.	Henry D. Welsh,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.	Vacancy.	

Date of annual meeting for election of directors, first Tuesday in February.

GENERAL INFORMATION.

Name of road : Susquehanna and Clearfield Railroad.

By whom operated : Pennsylvania Railroad Company.

By what authority : Agreement terminable at option of either party after thirty days notice.

The general offices of the company are located at 233 South Fourth street, Philadelphia.

For information concerning this report, address T. Ashton, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Susquehanna and Clearfield Railroad Company. Organized December 8, 1877.
Opened for traffic May 1, 1884.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000
Amount subscribed,	286,000
Amount now paid in, common,	286,000
Number of shares issued,	5,720
Amount paid in on each share,	50
Par value of each share,	50

DEBT.

FUNDED DEBT.

First mortgage bonds (due November 1, 1923, bear interest at 5 per cent., which is payable May 1 and November 1), amount,	\$285,000
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UNFUNDED DEBT.

Debt incurred for any other purpose, and for what : Unpaid interest on bonds,	49,750
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Total amount of funded and unfunded debt, \$334,750

Funded debt as per last report,	\$285,000
Unfunded debt as per last report,	42,500

COST.

Cost of roads owned to December 31, 1887,	\$570,912 55
Total cost of roads owned to date,	570,912 55

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Keating to Karthaus,	22.78	22.78
Length of single main track,	22.78	22.78
BRANCHES.		
Three Rnns branch, from S. & C. Junction } Length of road,	2.11	2.11
to Potter's Mills, } Length of single track,	2.11	2.11
SUMMARY.		
Length of main line,	22.78	22.78
Length of branches owned by the company,	2.11	2.11
Total length of all roads owned, leased and operated,	24.89	24.89
Length of sidings and other tracks not above enumerated,	3.13	3.13
Length of all tracks,	28.02	28.02

Gauge of lines, 4 ft. 9 in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	28.02	28.02
Weight of rail per yard, steel,		60 lbs.

TELEGRAPH LINES.

Length of lines in miles, 22.5 ; in Pennsylvania,	22.5
Number of miles of wire, 22.5 ; in Pennsylvania,	22.5

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	18
Wooden bridges, number of, 18 ; aggregate length,	616 feet.

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth, .	38
Number of grade crossings at which there are neither gates nor flagmen,	38

STATIONS.

	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 2 ; freight, 2,	2	2
Number of fuel and water stations on main line,	3	3

Material of foundation upon which track is laid : White oak cross-ties, stone and culm ballast.

TIOGA RAILROAD COMPANY.

[For itself and as lessees of the Elmira State Line.]

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
John King,	President,	New York city.
A. R. Macdonough,	Secretary,	New York city.
Edward White,	Treasurer,	New York city.
W. J. Murphy,	General Superintendent,	Jersey City, N. J.
E. J. Knibloe,	Division Superintendent,	Elmira, N. Y.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John King,	New York city.	Samuel M. Feltan, Jr.,	New York city.
John G. McCullough,	New York city.	Andrew Donaldson,	New York city.
Wm. A. Wheelock,	New York city.	George W. Quintard,	New York city.
Ogden Mills,	New York city.	S. T. Reynolds,	Elmira, N. Y.
H. H. Cook,	New York city.	H. W. Rathbone,	Elmira, N. Y.
William Libbey,	New York city.	I. N. Drake,	Corning, N. Y.

Date of annual meeting for election of directors, first Monday in November.

GENERAL INFORMATION.

Name of road: Tioga Railroad.

By whom operated: Tioga Railroad Company.

The general offices of the company are located at New York city.

For information concerning this report, address A. R. Macdonough, Secretary.

How are the passenger cars on your road heated, lighted and ventilated: Stoves, oil lamps and deck sash.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Originally organized as the Tioga Navigation Company, April 12, 1828, under special charter from State of Pennsylvania, dated February 28, 1826.

Reorganized in 1851, under special act of 1850, granting power to create new stock, rebuild its line, and alter its name to Tioga Railroad Company.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount authorized by votes of company,	580,900 00
Amount subscribed,	580,900 00
Amount now paid in, common, \$391,200.00; special or preferred, \$189,700.00; total,	580,900 00
Number of shares issued,	11,618
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds, due 1915; bear interest at 5 per cent., which is payable May and November), amount,	\$239,500 00
Third rail mortgage bonds (due 1896; bear interest at 7 per cent., which is payable May and November), amount,	125,000 00
Tioga extension bonds (due 1905; bear interest at 7 per cent., which is payable April and October), amount,	265,000 00
Elmira State Line Railroad bonds (due 1895; bear interest at 7 per cent., which is payable April and October), amount,	160,000 00
Total amount of funded debt,	\$789,500 00

UNFUNDED DEBT.

Elmira State Line Railroad Company stock,	\$29,200 00
Unpaid dividends,	342 00
Total amount of unfunded debt,	29,542 00
Total amount of funded and unfunded debt,	\$819,042 00
Funded debt as per last report,	\$789,500 00
Unfunded debt as per last report,	29,542 00

COST.

Cost of roads owned to December 31, 1887,	\$1,473,846 82
Total cost of roads owned to date,	1,473,846 82
Average of same per mile of road laid,	31,770 79
Average of same per mile of single track,	21,031 82
Proportion of same for Pennsylvania,	1,473,846 82

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from State Line Junction, N. Y., to Hoytville, Pa.,	61.163	54.660
Length of single main track,	61.163	54.666
BRANCHES.		
Morris Run Branch,	3.564	3.564
Length of road,	3.564	3.564
Length of single track,	3.564	3.564
LEASED ROADS.		
Elmira State Line Railroad, from State Line Junction to State Line, Pa.	6.503	6.503
Length of road,	6.503	6.503
Length of single track,	6.503	6.503
Arnot and Pine Creek Railroad, from Arnot Junction to Hoytville,	11.834	11.834
Length of road,	11.834	11.834
Length of single track,	11.834	11.834
SUMMARY.		
Length of main line,	42.826	42.826
Length of branches owned by the company,	3.564	3.564
Length of leased roads,	18.337	11.834
Total length of all roads owned, leased and operated,	64.727	58.224
Length of sidings and other tracks not above enumerated,	23.687	21.869
Length of all tracks,	88.414	80.093

GAUGE.

Gauge of line,	4 ft. 8½ in.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	40.790	38.161
Miles of track laid with iron rail on lines owned, leased or operated,	23.937	20.063

CHARACTERISTICS OF ROAD—CONTINUED.

Weight of rail per yard,	{ Steel,	60 to 63 lbs.
	{ Iron,	50 to 66 lbs.

TELEGRAPH LINES.

Length of lines in miles, 68; in Pennsylvania,	58.3
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BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company (23 in New York),	88
Wooden bridges, number of, 14; aggregate length,	991 feet
Iron bridges, number of, 9; aggregate length,	1,538 feet
Wooden trestles, number of, 65; aggregate length,	3,218 feet
Total length of bridges and trestles,	5,747 feet.

CROSSINGS.

Number of crossings of highways, at grade, in this Commonwealth, .	70
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	4
Number of crossings at which there are neither gates nor flagmen, .	70

Statement of regulations governing employ  s in regard to these crossings: The bell to be rung or, whistle sounded, when approaching a public crossing.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 6; freight, 3,	9	9
Number of stations on main line, passenger and freight combined, . .	13	10
Number of stations on branches, passenger and freight combined, . .	1	1
Number of engine houses and shops owned by the company,	3	3
Number of fuel and water stations on main line,	9	8

Material of foundation upon which track is laid: Loam, cinder and mine refuse.

EQUIPMENT.

Locomotives,	13
Passenger cars, first-class,	4
Passenger cars second-class,	2
Total passenger cars,	6
Baggage; mail and express cars,	3
Freight cars, 8 wheel,	132
Freight cars, 4 wheel,	534
Total freight cars,	666

Train brake in use: Lougheridge air brake on passenger trains.

Average number of cars in passenger trains, including mail, express and baggage cars,	5
Average number of cars in freight trains,	37
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	103
Average weight of freight trains, including locomotive and tender, in working order, in tons,	98

EMPLOYEES.

Average number of persons regular employed by company, including officials,	25
Same in Pennsylvania, cannot separate.	

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	103,690
Number of miles run by freight and coal trains,	179,801
Number of miles switching,	14,710
Total number of miles run,	298,201
Number of passengers carried one mile,	2,541,830
Net cost per mile for each passenger carried,	2.49 cents
Number of tons of 2,000 pounds of through freight for the year on main road,	410,661
Number of tons of 2,000 pounds of local freight for the year,	471,243
Number of tons of freight carried one mile,	30,786,309
Number of tons of freight carried one mile in Pennsylvania (esti- mated 91.97 per cent),	28,314,168
Gross amount of tonnage for the year (2,000 pounds per ton),	881,904
Average rate of speed adopted by ordinary passenger and express trains, including stops (miles per hour),	22
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	4,482	Agricultural products,	9,119
Bituminous coal and coke,	728,466	Merchandise and manufactures,	13,240
Petroleum and other oils,	765	Live stock,	471
Pig iron,	31	Lumber,	115,083
Other iron or castings,	272	Other articles,	9,305
Iron and other ores,	74		
Stone and lime,	596	Total,	881,904

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, per ton per mile,	1.476 cents
For through coal, per ton per mile, . . . . .	.798 cents
For through freight and coal, per ton per mile, . . . . .	.993 cents
For local freight, per ton per mile,	3.470 cents
For local coal, per ton per mile,	526 cents
For local freight and coal, per ton per mile,	637 cents

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888, . .	4,759	90,991	\$2,330 59	6,661	51,589	\$1,751 84	11,420	142,580	\$4,082 43
February, 1888, .	5,166	111,860	2,610 01	7,127	56,504	1,834 35	12,293	168,364	4,444 36
March, 1888, . . .	6,316	112,699	2,740 01	8,916	61,700	2,002 47	15,232	174,399	4,742 48
April, 1888, . . .	6,353	133,747	3,153 51	7,411	59,214	1,912 84	13,767	192,961	5,066 35
May, 1888, . . .	6,228	121,030	2,770 79	6,917	55,569	1,698 23	13,175	176,599	4,469 02
June, 1888, . . .	6,862	163,184	3,319 90	7,316	58,953	1,864 96	14,202	222,137	5,214 86
July, 1888, . . .	6,832	140,381	3,231 98	11,829	92,019	2,573 39	18,661	232,400	5,805 37
August, 1888, . .	7,906	186,327	3,666 93	10,392	86,027	2,567 10	18,298	272,354	6,234 03
September, 1888, .	10,601	250,783	4,684 52	13,190	121,780	3,065 81	23,791	372,563	7,750 36
October, 1888, . .	6,050	129,940	2,893 98	5,128	55,128	1,330 71	11,178	185,068	4,721 69
November, 1888, .	7,412	139,333	2,936 04	8,412	60,837	1,856 83	15,824	200,170	4,792 87
December, 1888, .	4,511	118,241	2,858 95	9,828	78,051	2,006 85	14,339	196,295	4,865 80
Total,	79,296	1,698,516	\$37,227 21	105,345	843,374	\$24,995 41	184,641	2,541,890	\$62,222 62

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:
For first class through passengers, 2.196 cents; for first class way passengers, 2.964 cents; for second class through passengers, 1.6180 cents.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTALS.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888, . .	40,492	1,726,764	\$17,047 29	53,970	1,399,160	\$9,113 16	94,462	3,125,924	\$26,160 45
February, 1888, .	38,425	1,639,441	15,881 68	58,339	1,491,625	8,612 86	96,764	3,131,069	24,527 51
March, 1888, . . .	40,847	1,795,198	17,504 59	28,847	1,378,748	8,004 43	69,694	3,173,946	25,509 02
April, 1888, . . .	29,846	1,294,534	13,860 81	29,047	832,429	5,807 03	58,893	2,126,963	19,167 84
May, 1888, . . .	29,711	1,301,444	14,007 65	29,449	842,084	5,212 21	59,160	2,143,528	19,219 86
June, 1888, . . .	39,515	1,734,503	17,639 56	29,023	801,867	4,989 41	68,538	2,536,370	22,628 97
July, 1888, . . .	30,476	1,316,261	12,907 19	34,777	603,268	4,127 59	65,253	1,919,529	17,034 78
August, 1888, . .	30,113	1,275,862	13,231 22	33,274	900,567	6,559 27	63,387	2,176,429	19,793 49
September, 1888, .	28,591	1,216,278	12,015 31	33,763	998,964	6,772 15	62,354	2,214,242	18,787 46
October, 1888, . .	36,831	1,560,489	15,032 68	40,272	1,151,057	7,894 09	77,103	2,711,537	22,926 77
November, 1888, .	32,211	1,351,723	12,743 35	47,161	1,315,708	8,416 86	79,372	2,667,431	21,160 21
December, 1888, .	33,603	1,414,269	13,098 42	51,321	1,445,132	8,786 63	84,924	2,859,341	21,885 05
Total,	410,661	17,625,700	\$174,975 75	471,243	13,160,609	\$83,825 69	881,904	30,786,309	\$258,801 44

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888,	\$378 95	\$234 90	\$375 22	\$989 07
February, 1888,	378 95	169 94	489 85	1,038 74
March, 1888,	307 43	317 98	366 16	991 57
April, 1888,	378 95	344 45	519 51	1,242 91
May, 1888,	378 95	260 07	346 54	985 56
June, 1888,	307 43	260 07	318 63	886 13
July, 1888,	378 95	260 07	370 19	1,009 21
August, 1888,	378 95	260 07	351 35	990 37
September, 1888,	307 43	89 32	403 91	800 66
October, 1888,	378 95	146 33	346 78	872 06
November, 1888,	378 95	198 23	347 35	924 53
December, 1888,	307 43	328 26	301 71	937 40
Total,	\$4,261 32	\$2,869 69	\$4,537 20	\$11,668 21

RECAPITULATION.

Total passenger earnings for the year,	\$62,222 62
Total freight earnings for the year,	258,801 44
Total earnings from all other sources,	11,668 21
Total earnings for the year,	\$332,692 27

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$30 75	\$6 50	\$37 25
Agents,	2,064 87	3,529 72	5,594 59
Baggage masters,	1,724 86	.. ..	1,724 86
Brakemen,	2,458 71	19,079 77	13,438 48
Cars, cleaning and inspection,	1,810 14	636 82	2,446 96
Car furniture and fixtures,	56 82	273 93	330 75
Car service,	59 77	2,881 62	2,941 39
Clerks,	249 00	1,241 00	1,490 00
Conductors and train agents,	2,573 92	5,807 34	8,461 26
Dispatchers,	381 00	1,659 00	2,040 00
Expenses of stations, except labor,	713 82	1,316 94	2,030 76
Heating cars,	343 89	.. ..	343 89
Heating stations,	195 09	167 17	362 26
Incidentals,	188 96	327 84	516 80
Insurance,	53 52	107 05	160 57
Labor at stations,	1,043 07	2,557 91	3,600 98
Lighting cars,	68 22	34 12	102 34
Lighting stations,	58 04	43 77	101 81
Loss and damage,	31 38	197 91	229 29
Mail expenses,	210 00	.. ..	210 00
Stationery and printing,	98 88	197 79	296 67
Stations, repairs of and furniture for,	463 31	710 60	1,173 91
Superintendents,	571 53	1,315 00	1,886 53
Switchmen,	200 04	976 76	1,176 80
Telegraph expenses,	1,265 64	2,950 57	4,216 21
Wrecks, clearing,	17 69	107 88	125 57
Oil, tallow, waste, etc.,	145 32	1,110 75	1,256 07
Tolls, . . . . .	.. ..	5 00	5 00
Total,	\$17,078 24	\$39,222 76	\$56,301 00

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemmen and firemen, passenger,	\$5,500 09		\$5,500 09
Enginemmen and firemen, freight,		\$11,604 44	14,604 44
Engine houses and machine shops, etc., re- pairs of,	200 54	401 08	601 62
Fuel for heating,	55 38	110 77	166 15
Fuel for locomotives,	7,012 08	14,024 18	21,036 26
Incidentals,	60 72	121 46	182 18
Laborers,	1,262 14	2,524 29	3,786 43
Locomotive furniture and fixtures,	84 21	168 42	252 63
Locomotives, repairs of,	3,647 46	7,994 67	11,642 13
Oil for locomotives,	279 32	558 66	837 98
Tallow for locomotives,	19 75	39 50	59 25
Tools and machinery, repairs of,	266 61	533 21	799 82
Waste for locomotives,	88 13	176 26	264 39
Watchmen,	480 60	961 20	1,441 80
Water, wood and coal stations, expenses and repairs of,	463 21	926 43	1,389 64
Total,	\$19,420 24	\$43,144 57	\$62,564 81
MAINTENANCE OF WAY.			
Ballast,	\$410 77	\$821 54	\$1,232 31
Bridges, repairs of,	2,579 55	5,159 11	7,738 66
Cars, repairs of (in M. of W. service),	69 12	138 25	207 37
Cross-ties,	4,719 89	9,439 77	14,159 66
Expenses on property,	155 75	311 49	467 24
Foremen, tool and watch-houses, repairs of,	57 25	114 50	171 75
Frogs,	79 86	159 71	239 57
Incidentals,	47 97	95 94	143 91
Rails, iron,	17 60	35 21	52 81
Rails, steel,	776 23	1,552 47	2,328 70
Road-bed, repairs of, labor and material,	2,706 32	5,412 64	8,118 96
Snow and ice, removing,	674 01	1,348 03	2,022 04
Spikes,	182 53	365 06	547 59
Splices,	484 44	968 88	1,453 32
Superintendents and supervisors,	288 00	576 00	864 00
Switches,	377 12	754 24	1,131 36
Taxes on real estate for road,	345 74	691 47	1,037 21
Telegraph, repairs of,	74 89	149 78	224 67
Tools and repairs of tools,	167 82	335 64	503 46
Track, repairing,	5,010 98	10,021 97	15,032 95
Watchmen,	103 36	206 72	310 08
Total,	\$19,329 20	\$38,658 42	\$57,987 62
MAINTENANCE OF CARS.			
Car shops and sheds, repairs of,	\$364 83	\$729 66	\$1,094 49
Cars, repairs of freight,		5,549 81	5,549 81
Cars, repairs of passenger, baggage, express and postal,	4,193 67		4,193 67
Fuel for heating,	29 80	59 60	89 40
Insurance,	7 93	15 86	23 79
Laborers,	402 74	805 49	1,208 23
Tools and repairs of tools,	103 98	207 95	311 93
Watchmen,	218 96	437 92	656 88
Cars, repairs of ballast and wood,	12 99	25 98	38 97
Total,	\$5,334 90	\$7,532 27	\$12,867 17
GENERAL EXPENSES.			
Advertising,	\$2 92	\$5 85	\$8 77
Clerks,	511 08	1,022 17	1,533 25
Incidentals and legal expenses,	512 16	1,024 31	1,536 47
Salaries of president and other officers,	833 33	1,666 65	2,499 98
Stationery and blanks,	189 58	379 17	568 75
Insurance,	13 08	26 17	39 25
Total,	\$2,062 15	\$4,124 32	\$6,186 47

EARNINGS—SUMMARY.

Passenger transportation, local, \$24,995.41; through, \$37,227.21; total,	\$62,222 62
Freight transportation, local, \$83,825.69; through, \$174,975.75; total,	258,801 44
Mail service, \$4,261.32; express service, \$2,869.69; total,	7,131 01
Miscellaneous,	4,537 20
Total,	\$332,692 27

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$17,078 24	\$39,222 76	\$56,301 00
Motive power,	19,420 24	43,144 57	62,564 81
Maintenance of way,	19,329 20	38,658 42	57,987 62
Maintenance of cars,	5,334 90	7,832 27	13,167 17
General expenses,	2,062 15	4,124 32	6,186 47
Total operating expenses,			\$196,207 07
Total expenditures during the year,			\$196,207 07

Operating expenses, 58.98 per cent. of earnings.

Earnings per mile of road operated,	\$5,139 93
Expenses per mile of road operated,	3,031 30
Net earnings,	136,485 20
Interest on funded debt,	\$50,475 00
Rentals of leased lines,	14,794 00
Taxes on earnings and capital stock,	4,630 51
	69,899 51

Surplus for the year, \$66,585 69

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Cost of road and equipment,	\$1,473,846 82
Stocks of other companies,	1,000 00
Real estate and buildings,	39,039 32
New York, Lake Erie and Western Railroad Company,	410,822 14
Blossburg Coal Company,	1,908,024 46
Arnot and Pine Creek Railroad additions,	3,350 74
	\$3,836,083 48
LIABILITIES.	
Common stock,	\$391,200 00
Preferred stock,	189,700 00
Funded debt,	789,500 00
Unpaid dividends,	342 00
Accrued interest on funded debt,	10,891 66
Accrued rentals of leased lines,	3,698 50
Elmira State Line Railroad Company stock,	29,200 00
Profit and loss,	2,421,551 32
	\$3,836,083 48

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Wells, Fargo & Co. ; pay 40 per cent of earnings.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: Routes, 8,020, \$4,386.69; routes, 8,136, \$160.74; total, \$4,547.43.

STOCK AND DIVIDENDS.

Balance for the year or surplus,	\$66,585 69
Surplus at commencement of the year,	2,383,447 25
Total surplus,	\$2,450,032 94
Cash and loans, less charges to previous year, etc.,	28,481 62
Other items; surplus December 31, 1888,	\$2,421,551 32

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,			1	3	1	3
Employees,		3	3	6	3	9
Others,			1	1	1	1
Total,		3	5	10	5	13

TIONESTA VALLEY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Walter Horton,	President,	Sheffield, Pa.
Webb Horton,	Vice President,	Middletown, N. Y.
Jerry Crary,	Secretary and General Sup't,	Sheffield, Pa.
Charles Sigel,	Treasurer,	Sheffield, Pa.
A. H. Bailey,	Auditor,	Sheffield, Pa.
Isaac Horton,	General Manager,	Sheffield, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Walter Horton,	Sheffield, Pa.	J. H. Horton,	Sheffield, Pa.
George Horton,	Sheffield, Pa.	Isaac Horton,	Sheffield, Pa.
Jerry Crary,	Sheffield, Pa.	Webb Horton,	Middletown, N. Y.
C. W. Radeker,	Sheffield, Pa.	J. F. Schoellkopf,	Buffalo, N. Y.
John McNair,	Sheffield, Pa.		

Date of annual meeting for election of directors, second Wednesday in January.

GENERAL INFORMATION.

Name of road : Tionesta Valley Railroad.

By whom operated : Tionesta Valley Railroad Company.

By what authority : Commonwealth of Pennsylvania.

The general offices of the company are located at Sheffield, Warren county, Pa.

For information concerning this report, address A. H. Bailey.

How are the passenger cars on your road heated, lighted and ventilated? Heated by stoves; lighted by lamps; ventilation at top of car.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount subscribed,	100,000 00
Number of shares issued,	2,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Total amount of unfunded debt,	\$92,471 77
Unfunded debt as per last report,	101,464 69

COST.

Cost of roads owned to December 31, 1887,	\$146,235 03
Total cost of roads owned to date,	146,235 03
Average of same per mile of single track,	8,224 17
Proportion of same for Pennsylvania,	8,224 17
Cost of equipment owned to December 31, 1887,	63,455 08
Total cost of equipment owned,	63,455 08

COST—CONTINUED.

Average cost of equipment per mile of road owned by the company,	\$3,525 28
Average cost of equipment per mile of road operated by company, .	1,715 00
Proportion of same for Pennsylvania,	1,715 00
Cost of road and equipment per mile (of road owned by company) .	11,649 45
Proportion of same for Pennsylvania,	11,649 45
Total cost of roads and equipment,	209,690 11
Proportion of same for Pennsylvania,	209,690 11

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line, from Sheffield to Sheffield Junction,	13 miles.
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BRANCHES.

James' Mill branch, length of road,	5 miles.
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LEASED ROADS.

Cherry Grove Railroad, from Sheffield to Garfield, length of double track,	11 miles.
Sheffield and Spring Creek Railroad, from Sheffield Junction to Duhrings, length of double track,	8 miles.

SUMMARY.

Length of main line,	13 miles.
Length of branches owned by the company,	5 miles.
Length of leased roads,	19 miles.

Total length of all roads owned, leased and operated,	37 miles.
Length of sidings and other tracks not above enumerated,	5 miles 189 ft.
Length of all tracks,	42 miles 189 ft.

GAUGE.

Gauge of lines,	3 feet.
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TRACK.

Miles of track laid with steel rail on lines owned, leased or operated,	24
Weight of rail per yard, { Steel,	30 and 35 lbs.
{ Iron,	35 lbs.

TELEPHONE LINES.

Length of lines in miles,	19
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BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	29
Wooden bridges, number of, 8; aggregate length,	355 feet.
Wooden trestles, number of, 21; aggregate length,	3,770 feet.
Total length of bridges and trestles,	4,125 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth :	
Pittsburgh and Western Railroad, at Sheffield Junction, Pa.	
Number of crossings of highways at grade, in this Commonwealth, .	11

STATIONS.

Number of stations on main line, passenger, 2; freight, 2,	2
Number of engine houses and shops owned by the company,	1
Number of fuel and water stations on main line,	3
Number of fuel and water stations on leased roads,	1

CHARACTERISTICS OF ROAD—CONTINUED.

Material of foundation upon which track is laid : Hemlock and hard wood ties, dirt and stone ballast.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	3	\$7,822 50
Passenger cars, second class,	1	2,775 00
Baggage, mail and express cars,	1	2,500 00
Total freight cars,	109	324 00
Cars, roadway department, 4-wheel, caboosc,	1	100 00
Hand cars and hand trucks,	4	50 00

Train brake in use : Westinghouse air brake on passenger cars.	
Average number of cars in passenger trains, including mail, express and baggage cars,	2
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	50

EMPLOYES.

Average number of persons regularly employed by company, including officials,	55
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DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	31,050
Number of miles run by freight and coal trains,	13,500
Number of passengers carried one mile in Pennsylvania,	134,059
Number of tons of 2,000 pounds of local freight for the year,	63,539
Number of tons of freight carried one mile,	708,887
Number of tons of freight carried one mile in Pennsylvania,	708,887
Gross amount of tonnage for the year (2,000 pounds per ton),	63,539
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	20
Average rate of speed adopted by express trains, including stops (miles per hour),	20
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal and coke,	369	Live stock,	1,203
Stone and lime,	39	Lumber,	58,287
Agricultural products,	1,020		
Merchandise and manufactures,	2,622	Total,	63,540

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888,	500	...	\$20 00	7,706	...	\$385 30	8,206	...	\$405 30
February, 1888,	450	...	18 00	6,991	...	349 55	7,441	...	367 55
March, 1888,	375	...	15 00	8,873	...	443 65	9,248	...	458 65
April, 1888,	525	...	21 00	9,641	...	482 05	10,166	...	503 05
May, 1888,	431	...	17 24	11,295	...	564 75	11,726	...	581 99
June, 1888,	462	...	18 48	9,035	...	451 75	9,497	...	470 23
July, 1888,	689	...	27 56	11,457	...	572 85	12,146	...	600 41
August, 1888,	337	...	13 48	12,135	...	606 75	12,472	...	620 23
September, 1888,	575	...	23 00	12,610	...	630 50	13,185	...	653 50
October, 1888,	812	...	32 48	11,627	...	581 35	12,439	...	613 83
November, 1888,	1,088	...	43 52	13,121	...	656 05	14,209	...	699 57
December, 1888,	700	...	28 00	12,624	...	631 20	13,324	...	659 20
Total,	6,944	...	\$277 76	127,115	...	\$6,355 75	134,059	...	\$6,633 51

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first class through passengers, 4 cents; for first class way passengers, 5 cents.

EARNINGS FOR THE YEAR—CONTINUED.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	AMOUNT.
January, 1888,	6,300	\$4,832 06
February, 1888,	5,567	4,003 93
March, 1888,	3,617	2,351 09
April, 1888,	4,210	3,107 07
May, 1888,	5,786	3,068 60
June, 1888,	3,475	3,062 60
July, 1888,	4,996	3,291 17
August, 1888,	6,359	4,103 58
September, 1888,	6,223	4,479 33
October, 1888,	5,311	4,230 45
November, 1888,	5,468	4,074 88
December, 1888,	6,227	4,972 67
Total	63,539	\$45,577 43

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888,	\$45 35	\$27 52		\$72 87
February, 1888,	45 35	26 50		71 85
March, 1888,	45 35	27 92		73 27
April, 1888,	45 35	23 92		69 27
May, 1888,	45 35	20 89		66 24
June, 1888,	45 35	23 41		68 76
July, 1888,	45 35	26 21		71 56
August, 1888,	45 35	32 79		78 14
September, 1888,	45 35	27 03		72 38
October, 1888,	45 35	27 97		73 32
November, 1888,	45 35	27 82		73 17
December, 1888,	45 35	27 50		72 85
Total,	\$544 20	\$319 48		\$863 68

RECAPITULATION.

Total passenger earnings for the year,	\$6,633 51
Total freight earnings for the year,	45,577 43
Total earnings from all other sources,	863 68
Total earnings for the year,	\$53,074 62
Total receipts from all sources on whole length of line,	\$53,074 62
Proportion of earnings in Pennsylvania to earnings of whole line,	53,074 62

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Agents,			\$1,222 00
Brakemen,	\$469 25	\$1,050 00	1,519 25
Car service,			559 51
Conductors and train agents,	620 00	541 63	1,161 63
Heating stations,			100 00
Lighting cars,			25 00
Mail expenses,	40 00		40 00
Stationery and printing,			87 38
Superintendents,			720 00
Taxes, "State,"			893 93
Teaming,			675 00
Telephone expenses,			100 00
Total,	\$1,129 25	\$1,591 63	\$7,103 70

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.
MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemen and firemen, passenger,	\$1,174 89		\$1,174 89
Enginemen and firemen, freight,		\$1,115 30	1,115 00
Fuel for locomotives,	1,300 00	1,409 57	2,709 57
Incidentals,			19 59
Locomotives, repairs of,	375 94	2,100 00	2,475 94
Oil for locomotives,	26 00	26 50	52 50
Tallow for locomotives,	60 00	63 22	123 22
Waste for locomotives,	51 00	51 00	102 00
Watchmen,			446 89
Total,	\$2,987 83	\$4,765 29	\$8,219 60
MAINTENANCE OF WAY.			
Bridges, repairs of,			\$1,275 00
Cross-ties,			1,153 03
Rails, steel,			1,846 00
Road-bed, repairs of, labor and material,			8,269 16
Snow and ice, removing,			500 00
Spikes,			56 00
Total,			\$13,099 19
MAINTENANCE OF CARS.			
Cars, repairs of freight,		\$798 09	\$798 09
Cars, repairs of passenger, baggage, express and postal,	\$144 85		144 85
Incidentals,			88 00
Oil, tallow, waste, etc.,	25 00	78 26	103 26
Total,	\$169 85	\$876 85	\$1,134 20
GENERAL EXPENSES.			
Incidentals and legal expenses,			\$166 92
Salaries of president and other officers,			6,780 00
Total,			\$6,946 92

EARNINGS—SUMMARY.

Passenger transportation, local, \$6,355.75; through, \$277.76; total,	\$6,633 51
Freight transportation, local,	45,577 43
Mail service, \$544.20; express service, \$319.48; total,	863 68
Total,	\$53,074 62

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$1,129 25	\$1,591 63	\$7,103 70
Motive power,	2,987 83	4,765 29	8,219 60
Maintenance of way,			13,099 19
Maintenance of cars,	169 85	876 85	1,134 20
General expenses,			6,946 92
Total operating expenses,			\$36,503 61
Total expenditures during the year,			36,503 61

Operating expenses, 69 per cent. of earnings.

Earnings per mile of road operated,	\$1,434 45
Expenses per mile of road operated,	986 56
Net earnings,	16,571 01

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express, 15 cents per hundred on packages over 20 pounds; 5 cents each on packages under 20 pounds.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$544.20 per year.

TIPTON RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

DIRECTORS.

NAMES.	OFFICES.	RESIDENCES.
J. N. DuBarry,	President,	Philadelphia.
James R. McClure,	Secretary and Treasurer, . . .	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Jno. P. Green,	Philadelphia.	G. B. Boberts,	Philadelphia.
N. P. Shortridge,	Wynnewood, Pa.	Edmund Smith,	Philadelphia.
Henry D. Welsh,	Philadelphia.	Vacancy.	

Date of annual meeting for election of directors, second Monday of January.

GENERAL INFORMATION.

Name of road : Tipton Railroad.

By whom operated : Pennsylvania Railroad Company.

By what authority : Under agreement of May 26, 1886.

The general offices of the company are located at 233 South Fourth street, Philadelphia, Pa.

For information concerning this report, address James R. McClure, Secretary and Treasurer, 233 South Fourth street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Tipton Railroad Company was organized under the general railroad laws of Pennsylvania, by filing articles of association with the Secretary of the Commonwealth, on the 5th day of September, A. D. 1885. Construction completed December 31, 1885, and opened for traffic May 1, 1886.

CAPITAL STOCK.

Amount authorized by law,	\$50,000 00
Amount authorized by votes of company,	50,000 00
Amount subscribed,	43,250 00
Amount now paid in, common,	43,250 00
Number of shares issued,	865
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

Total cash realized from capital stock and debt,	\$43,250 00
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COST.

Cost of roads owned to December 31, 1887,	\$43,250 00
Total cost of roads owned to date,	43,250 00
Proportion of same for Pennsylvania,	43,250 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Tipton to Tipton Run Coal Co's mines. . .	4.44	4.44
Length of single main track,	4.44	4.44
SUMMARY.		
Length of main line,	4.44	4.44
Total length of all roads owned, leased and operated,	4.44	4.44
Length of sidings and other tracks not above enumerated,	1.34	1.34
Length of all tracks,	5.78	5.78

GAUGE.

Gauge of lines,	4 ft. 9 ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	5.59	5.59
Miles of track laid with iron rail on lines owned, leased or operated, .	.19	.19

Weight of rail per yard, {	Steel,	67 lbs.
	Iron,	67 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	6
Wooden bridges, number of, 6; aggregate length,	101 feet.
Total length of bridges and trestles,	101 feet

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth, . .	5
Number of crossings at which there are neither gates nor flagmen, . .	5

Statement of regulations governing employes in regard to these crossings: Flagmen and gatemen, at the approach of trains, must give timely warning to all persons approaching crossings, and whistles should be sounded one-fourth mile from crossing, and bell rung until crossing is passed.

Material of foundation upon which track is laid: White oak cross-ties and stone ballast.

EQUIPMENT.

The Pennsylvania Railroad Company operates this railroad as agent, and furnishes all the equipment; said company will, therefore, return all detail thereof, and furnish information relative to the operation of the road.

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$43,250 00
Individuals and companies,	9,403 70
	\$53,153 70

GENERAL BALANCE SHEET, 1888—CONTINUED.

LIABILITIES.	
Capital stock,	\$43,250 00
Profit and loss,	9,903 70
	<u>\$53,153 70</u>
STOCK AND DIVIDENDS.	
Balance for the year, or surplus,	\$2,615 74
Surplus at commencement of the year,	7,287 96
	<u>\$9,903 70</u>
Total surplus,	\$9,903 70
Balance of accounts due company,	<u>9,903 70</u>

TRESCKOW RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
F. C. Yarnall,	President,	Overbrook, Pa.
S. Shepherd,	Secretary and Treasurer, . .	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. S. Harris,	Philadelphia.	T. C. Henry,	Philadelphia.
E. W. Clark,	Philadelphia.	E. Hill,	Philadelphia.
Edward Lewis,	Philadelphia.	C. F. Howell,	Philadelphia.

GENERAL INFORMATION.

Name of road : Tresckow Railroad.

By whom operated : Central Railroad Company of New Jersey.

By what authority : Under lease.

The general offices of the company are located at 226 South Third street, Philadelphia.

For information concerning this report, address C. F. Howell, Auditor, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Tresckow Railroad Company was chartered May 26, 1870. Its road was leased to the Central Railroad Company of New Jersey March 31, 1871, and is now operated by that company in connection with the Lehigh and Susquehanna Railroad. All returns not answered in this report are included in the report of the Lehigh and Susquehanna Railroad.

CAPITAL STOCK.

Amount authorized by law,	\$250,000 00
Amount subscribed,	130,000 00
Amount now paid in, common,	130,000 00
Number of shares issued,	2,600
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$103,537 02
Funded debt as per last report,	\$103,537 02

COST.

Total cost of roads owned to date,	\$233,537 02
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CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line from Silver Brook to Audenried,	7	7
SUMMARY.		
Length of main line,	7	7
Total length of all roads owned, leased and operated,	7	7
Length of sidings and other tracks not above enumerated,	5.500	5.500
Length of all tracks,	12.500	12.500

GAUGE.		
Gauge of lines,		4 ft. 8½ ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	9.500	9.500
Miles of track laid with iron rail on lines owned, leased or operated, .	3	3

Weight of rail per yard, }	Steel,	60, 62½ lbs
	Iron,	60 lbs

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth :
Lehigh and Wilkes-Barre Coal Company Narrow Gauge Railroad, at Tresckow ;
Lehigh and Wilkes-Barre Coal Company Narrow Gauge Railroad, at Yorktown ;
Lehigh Valley Railroad, at Yorktown ; Lehigh and Wilkes-Barre Company Nar-
row Gauge Railroad, at Audenried ; Lehigh and Wilkes-Barre Coal Company Nar-
row Gauge Railroad, at Breaker No. 5, near Audenried.

Railroads erossing lines owned by the company either over or under grade in this
Commonwealth : Lehigh Valley Railroad (over), at Silver Brook.

Number of crossings of highways at grade, in this Commonwealth, 6

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, freight,	1	1
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	2	2

EQUIPMENT.

Furnished by Central Railroad Company of New Jersey.	
Ditch trucks,	2
Average number of cars in freight trains,	65
Average weight of freight trains, including locomotive and tender, in working order, in tons,	435

EMPLOYES.

Average number of persons regularly employed by eompany, includ- ing officials, in Pennsylvania,	16
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DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of tons of 2,000 pounds of through freight for the year on main road,	4,449
Number of tons of 2,000 pounds of local freight for the year,	959
Number of tons of freight carried one mile,	54,314
Number of tons of freight carried one mile in Pennsylvania,	54,314
Gross amount of tonnage for the year (2,000 lbs. per ton),	5,408

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Petroleum and other oils,	8	Merchandise and manufactures,	813
Railroad iron,	252	Live stock,	21
Other iron or castings,	260	Lumber,	3,613
Iron and other ores,	9	Other articles,	121
Stone and lime,	50		
Agricultural products,	261	Total,	5,408

THE RATE PER TON (OF 2,000 POUNDS.) PER MILE CHARGED FOR FREIGHT.

For through freight, per ton per mile, . . . . .	.0296
For through coal, per ton per mile, . . . . .	.0121
For local freight, per ton per mile, . . . . .	.0262
For local coal, per ton per mile, . . . . .	.0154

GENERAL BALANCE SHEET, 1888.

ASSETS.

Tresckow Railroad,	\$233,537 02
	<u>\$233,537 02</u>

LIABILITIES.

Capital stock,	\$130,000 00
Lehigh Coal and Navigation Company,	103,537 02
	<u>\$233,537 02</u>

TYRONE AND CLEARFIELD RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. N. DuBarry,	President,	Philadelphia, Pa.
Albert Hewson,	Secretary,	Philadelphia, Pa.
Taber Ashton,	Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John P. Green,	Philadelphia, Pa.	N. Parker Shortridge, .	Wynnewood, Pa.
Wistar Morris,	Philadelphia, Pa.	Edmund Smith,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.	Henry D. Welsh, . . .	Philadelphia, Pa.

Date of annual meeting for election of directors, third Tuesday in May.

GENERAL INFORMATION.

Name of road: The Tyrone and Clearfield Railway.
By whom operated: Pennsylvania Railroad Company.
By what authority: Lease for 50 years from January 1, 1882.
With what other companies consolidated: The Moshannon and Clearfield Railroad Company.
Date of consolidation: April 14, 1884.
The general offices of the company are located at 233 South Fourth street, Philadelphia, Pa.
For information concerning this report, address T. Ashton, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original company, the Tyrone and Clearfield Railroad Company, sold under foreclosure of mortgage, September 27, 1866.
The Tyrone and Clearfield Railway Company organized April 1, 1867.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount authorized by votes of company,	1,000,000 00
Amount subscribed,	1,000,000 00
Amount now paid in, common,	1,000,000 00
Number of shares issued,	20,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due January 2, 1912; bear interest at 5 per cent., which is payable January 1 and July 1), amount,	\$1,000,000 00
Funded debt as per last report,	\$1,000,000 00
Total cash received from capital stock and debt,	\$2,000,000 00

COST.

Cost of roads owned to December 31, 1887,	\$1,857,120 61
Cost of additions for the year ending December 31, 1888,	48,152 34
Total cost of roads owned to date,	1,905,272 95

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Vail to terminus beyond Curwensville, Pa.,	45.72	45.72
Length of single main track,	39.06	39.06
Length of second main track,	6.66	6.66
BRANCHES.		
Moshannon branch, from Osecola to terminus,	11.98	11.98
Length of road,	7.40	7.40
Length of single track,	4.58	4.58
Moshannon and Clearfield branch, from terminus,	7.74	7.74
Length of road,	7.74	7.74
Length of single track,	7.74	7.74
Leskie branch, from Leskie Junction to terminus,	1.32	1.32
Length of road,	1.32	1.32
Length of single track,	0.88	0.88
Beaver branch, from Beaver Junction to terminus,	0.88	0.88
Length of road,	0.88	0.88
Length of single track,	0.88	0.88
Coal Run branch, from Coal Run Junction to terminus,	3.82	3.82
Length of road,	3.82	3.82
Length of single track,	3.82	3.82
Morgan Run branch, from Morgan Run Junction to terminus,	4.05	4.05
Length of road,	4.05	4.05
Length of single track,	4.05	4.05
Goss Run No. 1 branch, from Goss Run Junction to terminus,	1.91	1.91
Length of road,	1.91	1.91
Length of single track,	1.91	1.91
Goss Run No. 2 branch, from Goss Run Junction No. 2 to terminus,	1.64	1.64
Length of road,	1.64	1.64
Length of single track,	1.64	1.64
Goss Run No. 3 branch, from Goss Run Junction No. 3 to terminus,	1.26	1.26
Length of road,	1.26	1.26
Length of single track,	1.26	1.26
Houtzdale branch, from Houtzdale Junction to terminus,	0.74	0.74
Length of road,	0.74	0.74
Length of single track,	0.74	0.74
Amesville branch, from Amesville Junction to terminus,	2.39	2.39
Length of road,	2.39	2.39
Length of single track,	2.39	2.39
Amesville branch extension, from junction Amesville branch to terminus,	2.08	2.08
Length of road,	2.08	2.08
Length of single track,	2.08	2.08
Beulah branch, from Beulah Junction to terminus,	0.54	0.54
Length of road,	0.54	0.54
Length of single track,	0.54	0.54
Madera branch, from Madera Junction to terminus,	8.44	8.44
Length of road,	8.44	8.44
Length of single track,	8.44	8.44
Banian Run branch, from Banian Junction to terminus,	0.47	0.47
Length of road,	0.47	0.47
Length of single track,	0.47	0.47
Mapleton branch No. 1, from Mapleton Junction to terminus,	3.20	3.20
Length of road,	3.20	3.20
Length of single track,	3.20	3.20
Mapleton branch No. 2, from Mapleton Junction No. 2 to terminus,	2.24	2.24
Length of road,	2.24	2.24
Length of single track,	2.24	2.24
Philipsburg branch, from Philipsburg Junction to terminus,	3.49	3.49
Length of road,	3.49	3.49
Length of single track,	3.49	3.49
Derby branch, from Derby Junction to terminus,	1.19	1.19
Length of road,	1.19	1.19
Length of single track,	1.19	1.19
SUMMARY.		
Length of main line,	45.72	45.72
Length of branches owned by the company,	59.38	59.38
Total length of all roads owned, leased and operated,	105.10	105.10
Length of second track,	11.24	11.24
Length of sidings and other tracks not above enumerated,	27.28	27.28
Length of all tracks,	143.62	143.62

GAUGE.

Gauge of lines, 4 ft. 9 ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	128.57	128.57
Miles of track laid with iron rail on lines owned, leased or operated,	15.05	15.05

Weight of rail per yard, { Steel, 56 to 75 lbs.
 { Iron, 45 to 60 lbs.

CHARACTERISTICS OF ROAD—CONTINUED.

TELEGRAPH LINES.

Length of lines in miles, 49.74; in Pennsylvania,	49.74
Number of miles of wire, 55.44; in Pennsylvania,	55.44

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	60
Wooden bridges, number of, 47; aggregate length,	2,132 feet.
Iron bridges, number of, 7; aggregate length,	797 feet.
Wooden trestles, number of, 6; aggregate length,	1,009 feet.
Total length of bridges and trestles,	3,938 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth: Beech Creek, Clearfield and Southwestern Railroad, at 3,058 feet north from Philipsburg; Beech Creek, Clearfield and Southwestern Railroad, at 1 mile 4,805 feet north from Philipsburg.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Beech Creek, Clearfield and Southwestern Railroad, at 2,293 feet north from Woodland (over).

Number of crossings of highways at grade, in this Commonwealth,	111
Number of crossings of highways over railroad,	3
Number of crossings of highways under railroad,	1
Number of crossings at which gates or flagmen are maintained,	1
Number of crossings at which there are neither gates nor flagmen,	110

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 9; freight, 8,	11	11
Number of stations on branches, passenger, 8; freight, 8,	9	9
Number of engine houses and shops owned by the company,	2	2
Number of fuel and water stations on main line,	8	8
Number of fuel and water stations on branches,	5	5

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road and land or land damages,	\$48,152 34
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STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year:

June 30, 1888,	2½ per cent.
December 30, 1888,	2½ per cent.
Paid in dividends, cash,	\$50,000 00

TURTLE CREEK VALLEY RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. N. DuBarry,	President,	Philadelphia, Pa.
James R. McClure,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Robert Pitcairn,	Pittsburgh, Pa.	Samuel Rea,	Bryn Mawr, Pa.
Henry D. Welsh,	Philadelphia, Pa.	W. H. Barnes,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.	N. P. Shortridge,	Wynnewood, Pa.

Date of annual meeting for election of directors, second Monday of January.

GENERAL INFORMATION.

Name of road : Turtle Creek Valley Railroad.

By whom operated : This road is under construction.

The general offices of the company are located at No. 233 South Fourth street, Philadelphia, Pa.

For information concerning this report, address James R. McClure, Secretary and Treasurer, No. 233 South Fourth street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Turtle Creek Valley Railroad Company was organized under the general railroad laws of Pennsylvania by filing articles of association with the Secretary of the Commonwealth on the 7th day of May, A. D. 1886.

CAPITAL STOCK.

Amount authorized by law,	\$250,000 00
Amount authorized by votes of company,	250,000 00
Amount subscribed,	250,000 00
Amount now paid in, common,	100,000 00
Number of shares to be issued, when full paid, 5,000	
Amount paid in on each share,	20 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property;	\$44,333 03
Total cash realized from capital stock and debt,	\$44,333 03

COST.

Cost of additions for the year ending December 31, 1888,	\$44,333 03
Total cost of roads owned to date,	44,333 03

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Braddock to Saltzburgh,	25.00	25.00

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$130,226 70
Land or land damages,	14,106 33
Total,	\$144,333 03
Proportion for Pennsylvania,	144,343 03

GENERAL BALANCE SHEET, 1888.

ASSETS.

Stock subscription,	\$150,000 00
Right of way and real estate,	14,106 33
Construction,	130,226 70
	\$294,333 03

LIABILITIES.

Capital stock,	\$250,000 00
Individual and companies,	44,333 03
	\$294,333 03

URSINA AND NORTH FORK RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. M. Reid,	President,	Connellsville, Pa.
Joseph Albres,	Secretary,	Allegheny City, Pa.
E. H. Reid,	Treasurer,	Scottdale, Pa.
Geo. W. Guthrie,	General Solicitors,	Pittsburgh, Pa.
Geo. R. Scull,		Somerset, Pa.
E. H. Reid,	General Manager,	Ursina, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. M. Reid,	Connellsville, Pa.	F. Le Moyne,	Pittsburgh, Pa.
Jos. Albres,	Allegheny City, Pa.	J. F. Dravo,	Beaver, Pa.
Ed. Scull,	Somerset, Pa.	E. H. Reid,	Scottdale, Pa.
W. K. Gillepsie,	Pittsburgh, Pa.		

Date of annual meeting for election of directors, first Monday in May.

GENERAL INFORMATION.

Name of road : Ursina and North Fork Railway

By whom operated : Ursina and North Fork Railway Company.

By what authority : Charter, filed March 18, 1882.

The general offices of this company are located at Scottdale and Ursina.

For information concerning this report, address E. H. Reid, Scottdale, Pa.

How are the passenger cars on your road heated, lighted and ventilated? Oil lamps and wood stoves.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Ursina and North Fork Railroad Company; charter filed October 25, 1871. Ursina and North Fork Railway Company purchased the right, franchises, etc., of the Ursina and North Fork Railroad Company, filing their charter March 18, 1882. Road now in operation, connecting with the Baltimore and Ohio railroad at Ursina, Somerset county, and continuing up Laurel Hill creek, about four miles, to coke ovens and lumber mills.

CAPITAL STOCK.

Amount authorized by law,	\$20,000 00
Amount authorized by votes of company,	20,000 00
Amount subscribed,	20,000 00
Amount now paid in,	20,000 00
Par value of each share,	50 00

COST.

Cost of roads owned to December 31, 1887,	\$20,000 00
Cost of additions for the year ending December 31, 1888 (estimated),	10,000 00
Total cost of roads owned to date,	30,000 00

COST—CONTINUED.

Cost of equipment owned to December 31, 1887, \$2,500, included in above.

Cost of equipment additions for the year ending December 31, 1888, \$500, included in above.

Total cost of equipment owned, \$3,000, included in above.

Total cost of roads and equipment, 30,000 00

Proportion of same for Pennsylvania, 30,000 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Ursina junction with Baltimore and Ohio Railroad to coke ovens, about. . . . .	.4	.4
SUMMARY.		
Length of all tracks, . . . . .	.4	.4

GAUGE.

Gauge of lines, 56 $\frac{3}{4}$ ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	.4	.4

Weight of rail per yard, steel, 45 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 5

Wooden bridges, number of, 4; aggregate length, 1,107 feet.

Wooden trestles, number of, 1; length, 128 feet.

Total length of bridges and trestles, 1,235 feet.

CROSSINGS.

Number of crossings of highways at grade, in this commonwealth, 6

Statement of regulations governing employes in regard to these crossings: The usual whistle for road crossings, and ringing the bell for crossings in Ursina.

Material of foundation upon which track is laid: Oak ties; ballast, rock and ashes.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	1	\$2,500 00
Total passenger cars,	1	500 00

Train brake in use: Chain brake.

Average number of cars in passenger trains, including mail, express and baggage cars, 1

Average number of cars in freight trains, 3

EMPLOYES.

Average number of persons regularly employed by the company, including officials, 7

Same in Pennsylvania, 7

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour), about,	8
Average rate of speed adopted by express trains, including stops (miles per hour), about,	8
Average rate of speed adopted by freight trains, including stops (miles per hour), about,	8

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal and coke, estimated,	2,000
Lumber, estimated,	2,500
Total, estimated,	4,500

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

July, 1888,	\$25 10
August, 1888,	24 30
September, 1888,	19 04
October, 1888,	13 47
November, 1888,	8 03
December, 1888,	9 45
Total,	\$99 39

FROM TRANSPORTATION OF FREIGHT.

January, 1888,	\$25 00
February, 1888,	14 00
March, 1888,	34 34
April, 1888,	21 00
May, 1888,	10 00
June, 1888,	46 00
July, 1888,	85 40
August, 1888,	73 80
September, 1888,	211 85
October, 1888,	263 00
November, 1888,	209 80
December, 1888,	275 00
Total,	\$1,269 19

RECAPITULATION.

Total passenger earnings for the year,	\$99 39
Total freight earnings for the year,	1,269 19
Total earnings for the year,	\$1,368 58

EXPENDITURES FOR OPERATING DURING THE YEAR.

New passenger cars; number, 1,	\$500 00
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MOTIVE POWER.

Enginemen and firemen, passenger,	\$900 00
Fuel for locomotives,	170 00
Tallow for locomotives,	20 00
Waste for locomotives,	8 00
Total,	\$1,098 00

MAINTENANCE OF WAY.

Rails, steel,	\$118 75
Track repairing,	1,273 36
Total,	\$1,392 11

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$99 39
Freight transportation, local and through,	1,269 19
Total,	<u>\$1,368 58</u>

EXPENSES—SUMMARY.

Motive power,	1,098 00
Maintenance of way,	1,392 11
Total operating expenses,	<u>\$2,462 11</u>
Expenditures charged to cost of road, real estate and equipment during the year,	500 00
Total expenditures during the year,	<u>\$2,962 11</u>

GENERAL BALANCE SHEET, 1888.**ASSETS.**

Cost of road and equipment, year ending December 31, 1888,	\$30,000 00
Earnings from passengers, year ending December 31, 1888,	\$99 39
Earnings from freight,	1,269 19
	<u>1,368 58</u>
Deficit,	1,121 53
	<u>\$32,490 11</u>

LIABILITIES.

Capital stock,	\$20,000 00
Construction account (settlement not made),	10,000 00
	<u>\$30,000 00</u>
Motive power,	\$1,098 00
Maintenance of way,	1,392 11
	<u>2,490 11</u>
	<u>\$32,490 11</u>

WARREN AND FARNSWORTH RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
M. Waters,	President,	Warren, Pa.
M. B. Dunham,	Vice President,	Warren, Pa.
J. P. Jefferson,	Secretary,	Warren, Pa.
A. D. Wood,	Treasurer and Gen'l Manager,	Warren, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
T. Struthers,	Warren, Pa.	L. D. Wetmore,	Warren, Pa.
C. W. Stone,	Warren, Pa.	F. Henry,	Warren, Pa.
J. H. Eddy,	Warren, Pa.	A. J. Hazeltine,	Warren, Pa.

Date of annual meeting for election of directors, first Monday in May.

GENERAL INFORMATION.

Name of road: Warren and Farnsworth Railroad.

By whom operated: By the chartered company itself.

By what authority: Charter.

The general offices of the company are located at Warren, Pa.

For information concerning this report, address A. D. Wood, General Manager and Treasurer, Warren, Pa.

How are the passenger cars on your road heated, lighted and ventilated: Heated by stoves, lighted by oil lamps, ventilated by ordinary sky light ventilators.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original charter of Warren and Farnsworth Valley Railroad Company granted April, 1882.

Road constructed and in operation by September, 1882.

Warren and Farnsworth Valley Railroad's franchise and property sold under foreclosure of mortgage, and reorganized as Warren and Farnsworth Railroad Company May, 1885.

CAPITAL STOCK.

Amount authorized by law,	\$75,000 00
Amount now paid in, common,	75,000 00
Number of shares issued,	1,500
Amount paid in on each share,	50 00
Par value of each share,	50 00

COST.

Cost of roads owned to December 31, 1887,	\$123,431 71
Average of same per mile of road laid,	7,480 71
Average of same per mile of single track,	7,480 71
Cost of equipment owned to December 31, 1887,	44,917 77
Total cost of equipment owned,	44,917 77
Average cost of equipment per mile of road owned by the company,	2,722 29
Cost of road and equipment per mile (of road owned by company),	10,203 00
Total cost of roads and equipment,	168,349 48

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Clarendon to Vandergrift,	10.05	10.05
Length of single main track,	10.05	10.05
BRANCHES.		
Garfield branch from Junction to Garfield, } Length of road,	1.12	1.12
} Length of single track,	1.12	1.12
Dunham's Mill branch from Junction to } Length of road,	4.09	4.09
Dunham's Mill, } Length of single track,	4.09	4.09
SUMMARY.		
Length of main line,	10.05	10.05
Length of branches owned by the company,	5.21	5.21
Length of sidings and other tracks not above enumerated,	1.28	1.28
Length of all tracks,	16.54	16.54

GAUGE.

Gauge of lines,	3 feet.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A
Miles of track laid with steel rail on lines owned, leased* or operated,	16.54	16 54
Miles of track laid with iron rail on lines owned, leased or operated,	16.54	16.54

Weight of rail per yard, iron,	35 lbs.
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TELEGRAPH LINES.

Length of lines in miles, 10.16; in Pennsylvania,	10.16
Number of miles of wire, 10.16; in Pennsylvania,	10.16

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company,	6
Wooden bridges, number of, 2; aggregate length,	120 feet.
Wooden trestles, number of, 4; aggregate length,	514 feet.
Total length of bridges and trestles,	634 feet.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger,	2	2
Number of stations on branches, passenger,	2	2
Number of fuel and water stations on main line,	1	1
Number of fuel and water stations on branches,	2	2

Material of foundation upon which track is laid: On hemlock ties, with gravel and stone ballast.

CHARACTERISTICS OF ROAD—CONTINUED.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	2	\$8,600 00
Passenger cars, first-class,	1	2,500 00
Passenger cars, second-class,	1	1,800 00
Freight cars, 8-wheel,	36	260 00
Hand cars and hand trucks,	3	60 00

Train brake in use: Eame's Vacuum brake on passenger trains; hand brake on freight trains.

Average number of cars in passenger trains, including mail, express and baggage cars,	2
Average number of cars in freight trains,	6
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	52
Average weight of freight trains, including locomotive and tender, in working order, in tons,	106

EMPLOYES.

Average number of persons regularly employed by company, including officials,	18
Same in Pennsylvania,	18

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	10,48
Number of miles run by freight and coal trains,	6,24
Total number of miles run,	16,72
Number of passengers carried one mile in Pennsylvania,	27,65
Net cost per mile for each passenger carried,	5 cents
Number of tons of 2,000 pounds of through freight for the year on main road,	7,30
Number of tons of freight carried one mile,	87,48
Number of tons of freight carried one mile in Pennsylvania,	87,48
Gross amount of tonnage for the year (2,000 pounds per ton),	7,30
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	1
Average rate of speed adopted by freight trains, including stops,	

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal and coke,	20	Other articles,	26
Agricultural products,	451		
Merchandise and manufactures,	12,090	Total,	7,30
Lumber,	5,360		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, per ton per mile,	2½ cents
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EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
January, 1888,	206	1,845	\$92 20
February, 1888,	204	1,817	90 90
March, 1888,	248	2,224	111 15
April, 1888,	199	1,792	89 60
May, 1888,	235	2,107	105 45
June, 1888,	253	2,271	113 05
July, 1888,	292	2,624	131 15
August, 1888,	413	3,709	185 25
September, 1888,	296	2,630	131 10
October, 1888,	280	2,521	126 10
November, 1888,	205	1,813	92 65
December, 1888,	254	2,273	113 60
Total,	3,085	27,656	\$1,382 20

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS
FOLLOWS:

For first class through passengers, 3 cents

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	MILES.	AMOUNT.
January, 1888,	562	6,744	\$615 90
February, 1888,	274	3,288	301 56
March, 1888,	271	3,252	296 57
April, 1888,	483	5,796	530 32
May, 1888,	657	7,884	722 25
June, 1888,	481	5,772	526 76
July, 1888,	477	5,684	515 45
August, 1888,	635	7,620	698 69
September, 1888,	842	10,104	924 41
October, 1888,	959	11,508	1,057 24
November, 1888,	892	10,704	981 58
December, 1888,	761	9,132	837 29
Total,	7,304	87,488	\$8,008 02

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
January, 1888,	\$111 90	\$7 65		\$119 55
February, 1888,		3 65		3 65
March, 1888,		4 72		4 72
April, 1888,	111 90	5 84		117 74
May, 1888,		4 59		4 59
June, 1888,		5 78		5 78
July, 1888,	111 90	6 84	\$50 00	168 74
August, 1888,		6 01		6 01
September, 1888,	111 90	7 30		119 20
October, 1888,		7 20		7 20
November, 1888,		7 20		7 20
December, 1888,		4 00		4 00
Total,	\$147 60	\$70 78		\$568 38

RECAPITULATION.

Total passenger earnings for the year, \$1,382 20
 Total freight earnings for the year, 8,008 02
 Total earnings from all other sources, 568 38
 Total earnings for the year, \$9,958 60

EXPENDITURES FOR OPERATING DURING THE YEAR.
CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Agents,	\$462 50	\$462 50	\$925 00
Brakemen,	215 00	215 00	430 00
Conductors and train agents,	214 00	214 00	428 00
Heating stations,	70 10	14 08	70 10
Incidentals,	12 10	400 00	26 18
Labor at stations,	13 15	13 15	400 00
Lighting stations,	9 30	9 30	13 15
Oil for lamps,	20 76	20 76	9 30
Stationery and printing,	163 00	163 00	20 76
Taxes, "State,"			163 00
Total,	\$1,016 91	\$1,468 58	\$2,485 49
MOTIVE POWER.			
Enginemen and firemen, passenger,	\$745 00		\$745 00
Enginemen and firemen, freight,	206 12	\$600 00	600 00
Fuel for locomotives,		308 44	514 56
Locomotives, repairs of,	10 00	87 32	87 32
Oil for locomotives,	220 00	10 00	20 00
Watchmen,		220 00	440 00
Total,	\$1,181 12	\$1,225 76	\$2,406 88
MAINTENANCE OF WAY.			
Bridges, repairs of,			\$12 49
Incidentals,			12 05
Road bed, repairs of, labor and material,			92 00
Snow and ice, removing,			80 00
Superintendents and supervisors,			440 00
Track, repairing,			584 15
Total,			\$2,060 69
MAINTENANCE OF CARS.			
Cars, repairs of freight,		\$260 00	\$260 00
Cars, repairs of passenger, baggage, express and postal,	\$10 40		10 40
Fuel for heating,	35 50		35 50
Oil, tallow, waste, etc.,	5 06	71 32	71 32
Tools and repairs of tools,		5 06	10 12
Total,	\$50 96	\$336 38	\$387 34
GENERAL EXPENSES.			
Incidentals and legal expenses,			\$14 78
Salaries of president and other officers,			1,740 00
Stationery and blanks,			13 26
Total,			\$1,768 04

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$1,382 20
Freight transportation, local and through,	8,008 02
Mail service, \$447.60; express service, \$70.78; total,	518 38
Miscellaneous,	50 00
Total,	\$9,958 60

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$1,016 91	\$1,468 58	\$2,485 49
Motive power,	1,181 12	1,225 76	2,406 88
Maintenance of way,			2,060 69
Maintenance of cars,	50 96	336 38	387 34
General expenses,			1,768 04
Total operating expenses,			\$9,108 44
Total expenditures during the year,			9,108 44

EXPENSES—SUMMARY—CONTINUED.

Operating expenses, 92 per cent. of earnings.	
Earnings per mile of road operated,	\$603 00
Expenses per mile of road operated,	552 00
Net earnings,	<u>850 16</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams' Express Company paying ten cents per hundred pounds for through shipments.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and terms of service: \$447.60 per annum, at rate of \$42.75 per mile.

WAYNESBURG AND WASHINGTON RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
George B. Roberts.	President,	Philadelphia, Pa.
Thomas D. Messler,	Vice President,	Pittsburgh, Pa.
S. B. Liggett,	Secretary,	Pittsburgh, Pa.
John E. Davidson,	Treasurer,	Pittsburgh, Pa.
John W. Renner,	Auditor,	Pittsburgh, Pa.
C. E. Bower,	Superintendent,	Waynesburg, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. N. McCullough,	Pittsburgh, Pa.	J. N. DuBarry,	Philadelphia, Pa.
William Thaw,	Pittsburgh, Pa.	J. F. Temple,	Waynesburg, Pa.
Thomas D. Messler,	Pittsburgh, Pa.	Julius LeMoyne,	Washington, Pa.
James McCrear,	Pittsburgh, Pa.	D. A. Spragg,	Waynesburg, Pa.
J. G. Ritchie,	Waynesburg, Pa.	W. T. Lantz,	Waynesburg, Pa.
J. J. Brooks,	Pittsburgh, Pa.	Jacob Swart,	Hopkins Mills, Pa.

Date of annual meeting for election of directors, third Tuesday of January.

GENERAL INFORMATION.

Name of road : Waynesburg and Washington Railroad.

By whom operated : Waynesburg and Washington Railroad Company.

By what authority : Charter.

The general offices of the company are located at Pittsburgh, Pa.

For information concerning this report, address Thos. D. Messler, Vice President.

How are the passenger cars on your road heated, lighted and ventilated? Coal stoves are used for heating, and carbon oil lamps for lighting passenger cars. They are ventilated by deck transom windows, on hinges.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered May 18, 1875, opened near the close of 1876.

CAPITAL STOCK.

Amount authorized by law,	\$270,000 00
Amount subscribed,	133,000 00
Amount now paid in, common, full paid, \$98,100.00; part paid, \$3,754.97,	101,854 97
Number of shares issued, full paid, 1,962; part paid, 252,	2,214
Amount paid in on each share of full paid,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due July 1, 1897; bear interest at 7 per cent., which is payable January 1 and July 1), amount,	\$98,900 00
Funded debt as per last report,	\$98,900 00

COST.

Cost of roads owned to December 31, 1887,	\$201,252 74
Cost of additions for the year ending December 31, 1888,	469 85
Total cost of roads owned to date,	201,722 59
Average of same per mile of road laid,	7,165 99
Average of same per mile of single track,	7,165 99
Proportion of same for Pennsylvania,	7,165 99
Cost of equipment owned to December 31, 1887,	43,381 26
Cost of equipment additions for the year ending December 31, 1888,	609 60
Total cost of equipment owned,	43,990 86
Average cost of equipment per mile of road owned by the company,	1,562 73
Average cost of equipment per mile of road operated by the company,	1,562 73
Proportion of same for Pennsylvania,	1,562 73
Cost of road and equipment per mile (of road owned by company),	8,728 72
Proportion of same for Pennsylvania,	8,728 72
Total cost of road and equipment,	245,713 45
Proportion of same for Pennsylvania,	245,713 45

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Waynesburg, Pa., to Washington, Pa.,	28.15	28.15
SUMMARY,		
Length of main line,	28.15	28.15
Total length of all roads owned, leased and operated,	28.15	28.15
Length of sidings and other tracks not above enumerated,	1.46	1.46
Length of all tracks,	29.61	29.61

GAUGE.

Gauge of lines, 3 feet.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	14.01	14.01
Miles of track laid with iron rail on lines owned, leased or operated,	15.60	15.60

Weight of rail per yard, { Steel, 30 lbs.
 { Iron, 30 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 36
 Wooden bridges, number of, 5; aggregate length, 864 feet.
 Wooden trestles, number of, 31; aggregate length, 2,221 feet.
 Total length of bridges and trestles, 3,085 feet.

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth, 27
 Number of crossings of highways over railroad, 3
 Number of crossings of highways under railroad, 1
 Number of crossings at which there are neither gates nor flagmen, 31

Statement of regulations governing employes in regard to these crossings: Two long and two short blasts of steam whistle, and engine bell rung two hundred yards before crossing is reached.

CHARACTERISTICS OF ROAD—CONTINUED.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	7	7
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	6	6
Value of real estate held by the company, exclusive of roadway,	\$11,300	\$11,300

Material of foundation upon which track is laid: Common earth; part stone ballast; all oak cross-ties.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	3	\$5,633 00
Passenger cars, first class,	2	2,500 00
Passenger cars, second class,	1	450 00
Total passenger cars,	3	983 33
Baggage, mail and express cars,	2	1,250 00
Freight cars, 8-wheel,	30	350 00
Total freight cars,	30	350 00
Cars, roadway department, 4-wheel,	13	27 00

Train brake in use: Eames' vacuum brake on all engines, passenger and baggage cars and on three box cars; balance of equipment common hand brake.

Average number of cars in passenger trains, including mail, express and baggage cars,	2
Average number of cars in freight trains,	5
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	48
Average weight of freight trains, including locomotive and tender, in working order, in tons,	58

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	62
Same in Pennsylvania,	62

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	38,521
Number of miles run by freight and coal trains,	30,971
Total number of miles run,	69,492
Number of passengers carried one mile in Pennsylvania,	665,582
Net cost per mile for each passenger carried,	3.08 cents.
Number of tons of 2,000 pounds of through freight for the year on main road,	9,673
Number of tons of 2,000 pounds of local freight for the year,	6,563
Number of tons of freight carried one mile,	387,047
Number of tons of freight carried one mile in Pennsylvania,	387,047
Gross amount of tonnage for the year (2,000 pounds per ton),	16,236
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	15.8
Average rate of speed adopted by freight trains, including stops (miles per hour),	10

DOINGS OF THE YEAR—CONTINUED.

THE AMOUNT OF FREIGHT IN TONS OF 2,000 POUNDS.

Grain,	1,136	Other articles,	134
Flour,	353	Petroleum and its products,	128
Other mill products,	67	Sugar,	232
Hay,	66	Castings and machinery,	92
Tobacco,	2	Bar and sheet metal,	1,741
Fruits and vegetables,	66	Cement and brick,	38
Other articles,	55	Leather,	15
Live stock,	3,060	Lime,	135
Wool,	462	Agricultural implements,	9
Hides,	29	Wines, liquors and beers,	9
Other articles,	3	Household goods and furniture,	57
Anthracite coal,	148	Merchandise,	1,009
Bituminous coal,	3,843	Other articles,	1,245
Coke,	8	Miscellaneous,	355
Stone, sand and like articles,	435		
Lumber,	1,304	Total,	16,236

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal, per ton per mile,	6.27 cents.
For local freight and coal,	5.60 cents.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
January, 1888,	2,602	38,643	\$1,527 03
February, 1888,	2,689	42,551	1,642 59
March, 1888,	3,323	49,437	1,898 00
April, 1888,	3,048	49,876	1,889 56
May, 1888,	2,830	49,949	1,810 79
June, 1888,	2,177	44,886	1,666 25
July, 1888,	3,368	55,544	1,943 17
August, 1888,	2,510	49,561	1,782 04
September, 1888,	4,799	96,670	2,756 06
October, 1888,	3,270	60,630	2,270 44
November, 1888,	3,995	62,835	2,352 96
December, 1888,	4,483	65,000	2,461 20
Total,	39,424	665,582	\$24,000 09

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class way passengers,	3.60 cents.
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The passenger business of this road is treated as purely local business.

EARNINGS FOR THE YEAR—CONTINUED.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888, . . .	272	6,630	\$637 30	394	9,661	\$462 43	666	16,291	\$1,100 13
February, 1888, . .	442	10,797	820 70	320	5,499	386 00	762	16,296	1,206 70
March, 1888, . . .	519	13,421	1,003 85	531	9,824	586 55	1,050	23,245	1,590 40
April, 1888, . . .	475	12,250	1,066 80	581	8,783	550 30	1,056	21,033	1,617 10
May, 1888, . . .	605	15,956	1,206 45	762	15,228	786 35	1,367	31,184	1,992 80
June, 1888, . . .	527	17,709	1,141 25	779	16,699	777 50	1,306	34,408	1,918 75
July, 1888, . . .	518	15,811	1,081 64	600	13,539	828 05	1,118	29,350	1,909 69
August, 1888, . . .	824	19,702	1,279 07	401	10,571	533 05	1,225	30,273	1,812 12
September, 1888, .	1,082	26,810	1,684 20	550	13,442	948 25	1,632	40,282	2,632 45
October, 1888, . .	1,417	33,905	1,897 90	464	11,171	616 40	1,881	45,076	2,544 30
November, 1888, .	1,173	30,208	1,666 05	666	15,309	797 00	1,839	45,517	2,463 05
December, 1888, .	1,789	42,138	1,896 60	515	11,954	638 10	2,304	54,092	2,534 70
Total, . . .	9,673	245,367	\$15,382 21	6,563	141,680	\$7,939 98	16,236	387,047	\$23,322 19

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888,	\$158 88	\$40 88		\$199 76
February, 1888,	158 88	37 51		196 39
March, 1888,	158 88	34 79		193 67
April, 1888,	158 88	64 92	\$12 50	236 30
May, 1888,	158 88	55 94		214 82
June, 1888,	158 88	69 70		228 58
July, 1888,	158 88	77 10	12 50	248 48
August, 1888,	158 88	160 85	90	320 63
September, 1888,	158 88	178 04	10	337 02
October, 1888,	158 88	182 33	10	341 31
November, 1888,	158 88	189 94		348 82
December, 1888,	158 88	200 00		358 88
Total,	\$1,906 56	\$1,292 00	\$26 10	\$3,224 66

RECAPITULATION.

Total passenger earnings for the year,	\$24,000 09
Total freight earnings for the year,	23,322 19
Total earnings from all other sources,	3,224 66
Total earnings for the year,	\$50,546 94
Total receipts from all sources on whole length of line,	\$50,546 94
Proportion of earnings in Pennsylvania to earnings of whole line,	50,546 94

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Land or land damages,	\$153 00
New freight cars (8-wheel),	609 60
Any other expenditures chargeable to this account,	316 85
Total,	\$1,079 45
Proportion for Pennsylvania,	\$1,079 45

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$26 50		\$26 50
Agents,	984 83	\$858 70	1,843 53
Baggage masters,	465 05		465 05
Brakemen,	420 27	690 17	1,110 44
Cars, cleaning,	171 49		171 49
Car furniture and fixtures,	20 32	19 01	39 33
Clerks,	180 00	180 00	360 00
Conductors and train agents,	542 17	633 90	1,176 07
Expenses of stations, except labor,	3 73	50	4 23
Heating cars,	97 34		97 34
Heating stations,	29 62	19 21	48 83
Incidentals,	15 40	12 03	27 43
Labor at stations,		854 67	854 67
Loss and damage,		78 86	78 86
Mail expenses,	204 85		204 85
Oil for lamps,	42 72	32 22	74 94
Stationery and printing,	183 23	107 59	290 82
Stations, repairs of and furniture for,	239 21	472 46	711 67
Superintendents,	248 20	248 17	496 37
Telegraph expenses,	31 42	31 43	62 85
Watchmen,	1 00	1 00	2 00
Total,	\$3,907 35	\$4,239 92	\$8,147 27

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemmen and firemen, passenger,	\$1,445 33		\$1,445 33
Enginemmen and firemen freight,		\$1,739 32	1,739 32
Engine houses and machine shops, etc., repairs of,	94 42	113 55	207 97
Fuel for heating,	15 61	18 76	34 37
Fuel for locomotives,	695 96	836 99	1,532 95
Incidentals,	127 92	153 85	281 77
Locomotive furniture and fixtures,	3 26	3 91	7 17
Locomotives, repairs of,	532 68	640 63	1,173 31
Oil for locomotives,	62 80	75 53	138 33
Sand for locomotives,	35 44	42 62	78 06
Tools and machinery, repairs of,	40 77	49 03	89 80
Watermen,	305 66	367 59	673 25
Water, wood and coal stations, expenses and repairs of,	250 77	301 58	552 35
Total,	\$3,610 62	\$4,343 36	\$7,953 98
MAINTENANCE OF WAY.			
Ballast,	\$108 41	\$87 27	195 68
Bridges, repairs of,	2,029 43	1,633 81	3,663 24
Cars repairs of (in M. of W. service),	65 74	52 93	118 67
Clerks,	99 72	80 28	180 00
Cross-ties,	1,071 08	862 27	1,933 35
Frogs,	161 16	129 75	290 91
Incidentals,	9 44	7 60	17 04
Rails, iron,	1,621 93	1,305 74	2,927 67
Road-bed, repairs of, labor and material,	4,285 89	3,450 37	7,736 26
Spikes,	252 86	203 57	456 43
Superintendents and supervisors,	402 75	324 23	726 98
Tools and repairs of tools,	128 03	103 07	231 10
Track, repairing,	188 06	151 40	339 46
Total,	\$10,424 50	\$8,392 29	\$18,816 79
MAINTENANCE OF CARS.,			
Car shops and sheds, repairs of,	\$15 47	\$38 43	\$53 90
Cars, repairs of freight,		1,487 53	1,487 53
Cars, repairs of passenger, baggage, express and postal,	599 78		599 78
Fuel for heating,	22	53	75
Incidentals,	46	1 13	1 59
Superintendence,	70 98	176 32	247 30
Tools and repairs of tools,	1 10	2 74	3 84
Total,	\$688 01	\$1,706 68	\$2,394 69
GENERAL EXPENSES.			
Incidentals and legal expenses,	\$454 98	\$456 80	\$911 78
Office expenses, repairs and furniture,	329 34	330 66	660 00
Salaries of president and other officers,	59 88	60 12	120 00
Stationery and blanks,	11 70	11 75	23 45
Taxes on real estate,	189 89	190 66	380 55
Total,	\$1,045 79	\$1,049 99	\$2,095 78

EARNINGS—SUMMARY.

Passenger transportation, local,	\$24,000 09
Freight transportation, local, \$7,939.98; through, \$15,382.21; total,	23,322 19
Mail service, \$1,906.56; express service, \$1,292.00; total,	3,198 56
Miscellaneous,	26 10
Total,	\$50,546 94

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$3,907 35	\$4,239 92	\$8,147 27
Motive power,	3,610 62	4,343 36	7,953 98
Maintenance of way,	10,424 50	8,392 29	18,816 79
Maintenance of cars,	688 01	1,706 68	2,394 69
General expenses,	1,045 79	1,049 99	2,095 78
Total operating expenses,			\$39,408 51
Expenditures charged to cost of road, real estate and equipment during the year,			1,079 45
Total expenditures during the year,			\$40,487 96

Operating expenses, 77.99 per cent. of earnings.

Earnings per mile of road operated,	\$1,795 63
Expenses per mile of road operated,	1,399 95
Net earnings,	395 68

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of road, equipment, etc., to December 31, 1888,	\$245,713 45
Cash in hands of treasurer,	14,092 38
Amount due by station agents and conductors,	848 62
Amount due by other companies,	503 95
Amount due on miscellaneous accounts,	1,146 75
	\$262,305 15

LIABILITIES.

Capital stock,	\$101,854 97
First mortgage bonds,	98,900 00
Amount of coupons matured and unclaimed,	48,247 50
Amount due for current expenditures in December, 1888, and prior thereto,	3,700 90
Amount due other companies,	721 77
Balance,	8,880 01
	\$262,305 15

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : Adams Express Company. Pays 25 cents per 100 pounds on all express matter carried, and \$20.00 per month for messenger service.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service : \$64.13 per mile per annum.

WEST CHESTER RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
John P. Green,	President,	Philadelphia, Pa.
Albert Hewson,	Secretary,	Philadelphia, Pa.
Taber Ashton,	Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
B. B. Comegys,	Philadelphia, Pa.	N. Parker Shortridge, . .	Wynnewood, Pa.
John P. Green,	Philadelphia, Pa.	Henry D. Welsh,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.	Vacancy.	
G. B. Roberts,	Philadelphia, Pa.		

Date of annual meeting for election of directors, third Monday in January.

GENERAL INFORMATION.

Name of road : The West Chester Railroad.

By whom operated : Pennsylvania Railroad Company.

By what authority : Lease for 99 years from August 6, 1879.

The general offices of the company are located at 233 South Fourth street, Philadelphia.

For information concerning this report, address T. Ashton, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The West Chester Railroad Company. Charter February 18, 1831.

CAPITAL STOCK.

Amount authorized by law,	\$165,000 00
Amount subscribed,	165,000 00
Amount now paid in, common,	165,000 00
Number of shares issued,	3,300
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due September 1, 1919 ; bear interest at 5 per cent., which is payable March 1 and September 1), amount, . . .	\$75,000 00
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UNFUNDED DEBT.

Total amount of funded and unfunded debt,	\$75,000 00
Funded debt as per last report,	\$75,000
Total cash realized from capital stock and debt,	240,000 00

COST.

Cost of roads owned to December 31, 1887,	\$276,389 50
Total cost of road owned to date,	276,389 50

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	WHOLE LENGTH.	LENGTH IN PENN'A.
Length of main line, from Woodland to West Chester, Pa.,	5.00	5.00
Length of single main track,	5.00	5.00
SUMMARY.		
Length of main line,	5.00	5.00
Total length of all roads owned, leased and operated,	5.00	5.00
Length of sidings and other tracks not above enumerated,	1.37	1.37
Length of all tracks,	6.37	6.37

GAUGE.

Gauge of lines,	4 ft. 9 in.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	6.37	6.37

Weight of rail per yard, steel,	60 and 67 lbs.
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BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	1
Iron bridges, number of, 1; length,	28 feet.

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth, .	21
Number of crossings of highways over railroad,	4
Number of crossings of highways under railroad,	1
Number of crossings at which gates or flagmen are maintained, . .	1
Number of crossings at which there are neither gates nor flagmen, .	20

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 1; freight, 1,	1	1
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	1	1

Material of foundation upon which track is laid : White oak ties and broken stone ballast.

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year :

February 6, 1888,	2½ per cent.
August 6, 1888,	2½ per cent.
Paid in dividends, cash,	\$8,250 00

WEST CHESTER AND PHOENIXVILLE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
William E. Lockwood,	President,	Glen Lock, Chester Co., Penn'a.
William Painter (dead),	Vice President,	Philadelphia.
David M. McFarlane,	Secretary and Treasurer,	West Chester, Pa.
Edward S. Taylor (dead),	Chief Engineer,	Cape May, N. J.

DIRECTORS.

William E. Lockwood, Glen Lock, Chester county, Pa.

All the other directors have resigned, pending reorganization.

Date of annual meeting for election of directors, first Monday in January.

GENERAL INFORMATION.

Name of road : West Chester and Phoenixville Railroad.

The general offices of the company are located at 251 South Third street, Philadelphia, Pa.

For information concerning this report, address William E. Lockwood, president, 251 South Third street, Philadelphia, or Glen Lock P. O., Chester county, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

About the last of the year, 1867, J. Clemson Sharpless, Esq., at that time assistant resident engineer of the Pennsylvania railroad, tendered his resignation, and it was accepted to take effect January 1, 1868, and during that year he was employed by William E. Lockwood to survey and locate a line for a railroad connecting the Pennsylvania and Chester Valley railroads. This line was run and located by him, and some work done upon it by Mr. Lockwood. It was at that time intended to connect with the Pennsylvania Railroad, as then located, and ultimately as a part of a line from West Chester to Phoenixville; subsequently, in July, 1872, the Pennsylvania Railroad abandoned their line then in use, moving its roadbed south, straightening and elevating its roadbed some six feet. About the time of the commencement of this work of straightening the Pennsylvania Railroad, it was deemed best to procure the charter of the West Chester and Phoenixville Railroad Company, and the following named gentlemen corporators: William E. Lockwood, I. T. Murtah, Henry R. Guss, John J. Parker, Edward H. Hall, William D. Christman, Samuel M. Painter, Thomas P. Evans, Charles H. Pennypacker, Henry S. Evans, Jos. P. Wilson, Alban Garrett, John Rutter, Josiah Hoopes, William Marshall, E. B. Moore, Robert Otts, Cadwalader C. Sellers, Samuel J. Parker, I. Elwood Painter, William P. Townsend, Henry Sharpless, Jefferson Shaner, Stephen G. Snare, D. W. C. Lewis, N. A. Pennypacker, Lewis W. Shields, E. T. Pennypacker, Samuel J. Reeves, John Griffin, Samuel Cornett, Henry Loucks, John W. McCurdy, Archimades Robb, Wayne McVeagh and Charles M. Wheatly.

The charter was procured and an organization effected, with William E. Lockwood, as its executive and official head, and he has so continued continuously up to the present time, and is still its president at the date of making this report. The charter of the West Chester and Phoenixville Railroad Company was approved March 9, 1870. Mr. Garagues, an engineer in the employ of the Pennsylvania Railroad, at the time their road was being straightened near the above named point of

connection, modified Mr. Sharpless's survey and location to conform to the new line and grade adopted by the Pennsylvania Railroad. Very considerable work was done on this section between the Chester Valley and Pennsylvania-roads, and this line was made to connect on the south of the newly located line of the Pennsylvania Railroad. The then engineer of the West Chester and Phoenixville Railroad Company, Edward S. Taylor, Esq., has made an estimate of the work done at the time he took charge, and found about eight thousand feet of embankment, about two hundred cubic yards of second-class masonry (culvert). His estimate considering the time the work was done, prior to July, 1872, is estimated at forty cents per cubic yard for embankment, and four dollars per cubic yard for masonry. These prices are predicated upon similar work which was being done by Messrs. Nead & Son, for the Pennsylvania Railroad Company, at or near the point of connection heretofore named, and some of it nearly at the same time. So nearly was this work of grading and masonry, on this one mile completed, that Mr. Sharpless was willing to contract to complete it according to his survey and location, for the sum of \$3,000.00.

The work heretofore done may now be classified and estimated as follows :

First. Cost of organization, State enrollment, tax for railroad and telegraphic purposes, etc.,	\$1,083 36
Interest account,	639 17
Second. Estimate for engineering, stationery, postage, advertising, etc.,	1,892 18
Interest account,	567 85
Third. Engineers estimate for grading and masonry, eight thousand cubic yards of embankment, at forty cents,	3,200 00
Interest account,	1,728 00
Two hundred cubic yards of second-class masonry at \$4.00,	800 00
Interest account,	432 56
	<hr/>
	\$10,342 56

The itemized accounts to be rendered to the reorganized company may change these estimates somewhat, but probably in no way materially.

This company is at present awaiting reorganization, a majority of the directors at this date having resigned.

Its first item of indebtedness is due to its vice president ; all others are due to its president. Some of the subscriptions to its capital stock having become uncollectable, on account of being outlawed under the decision of the courts, said shares have been assigned back to or purchased by the company. The two gentlemen, to whom the company is indebted, have agreed to accept stock of the reorganized company in settlement of its indebtedness to them, the directors of the company agreeing to assume the action of its executive officers in behalf of the company as hereinbefore recited.

This statement will explain the qualification of its officers heretofore made as to the question of construction. Nearly all the right of way from the Chester Valley Railroad to the crossings of the Pennsylvania Railroad, and for some distance on the south of it, is upon the property of the president of this company, and the question of right of way is now awaiting adjustment in the courts of Chester county. The foregoing statement is substantially that for the year 1880, and the item of interest, \$620.55 is added to cost of construction, \$10,342.56, making the total estimated of construction cost to date, \$10,963.11.

The interest account on the above amount increased cost to December 31, 1881, to \$11,620.78.

Cost to date of December 31, 1888, has been increased by interest to \$18,521.93.

CAPITAL STOCK.

Amount authorized by law,	\$250,000 00
Amount authorized by votes of company ; 2,550 shares.	
Amount subscribed : 10 per cent.	
Amount now paid in, common : 10 per cent.	
Par value of each share,	<hr/> 50 00

DEBT.

UNFUNDED DEBT.

Unfunded debt as per last report,	\$18,521 93
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DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

This company has no investments or interests as above.

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line from West Chester to Phoenixville, about, . . .	14 miles.
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SUMMARY.

Length of main line, about,	14 miles.
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GAUGE.

Gauge of lines,	4 ft. 8½ ins.
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WESTERN MARYLAND RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. M. Hood,	President,	Baltimore, Md.
Jno. S. Harden,	Secretary and Treasurer,	Baltimore, Md.
J. D. Whittington,	Auditor,	Baltimore, Md.
Marshall & Hall,	General Solicitors,	Baltimore, Md.
J. M. Hood,	Chief Engineer, General Manager and General Superintendent,	Baltimore, Md.
H. D. Scott,	Division Superintendent,	Hanover, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Wm. A. Boyd,	Baltimore, Md.	Jno. C. Legg,	Baltimore, Md.
A. P. Burt,	Baltimore, Md.	Wm. S. Rayner,	Baltimore, Md.
John Carroll,	Baltimore Co., Md.	Sam'l H. Tagart,	Baltimore, Md.
Christian Devries,	Baltimore, Md.	Edward Worthington,	Baltimore Co., Md.
Geo. W. Harris,	Washington Co., Md.	E. G. Hipsley,	Baltimore, Md.
C. W. Humrichouse,	Washington Co., Md.	One vacancy.	
T. Ed. Hambleton,	Baltimore, Md.		

Date of annual meeting for election of directors, third Wednesday in October.

GENERAL INFORMATION.

Name of road : Western Maryland Railroad.
By whom operated : Western Maryland Railroad Company.
By what authority : Chartered by State of Maryland as the Baltimore, Carroll and Frederick Railroad Company May 27, 1852, and under existing name March 21, 1853.
The general offices of the company are located at Baltimore, Md.
For information concerning this report, address Jno. S. Harden, Treasurer, Baltimore, Md.
How are the passenger cars on your road heated, lighted and ventilated ? Spear's stoves ; 300° oil ; Creamer's patent ventilators.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered as the Baltimore, Carroll and Frederick Railroad Company May 27, 1852, and under existing name March 21, 1853 ; construction commenced July, 1857, and the road completed December 17, 1873.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount now paid in,	684,700 00
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due 1890; bear interest at 6 per cent., which is payable January and July), amount,	\$43,500 00
Preferred second mortgage bonds (due 1895; bear interest at 6 per cent., which is payable January and July), amount,	178,500 00
Third mortgage bonds (due 1900; bear interest at 6 per cent., which is payable January and July), amount,	875,000 00
Fourth mortgage, no bonds (due 1902; bear interest at 6 per cent., which is payable January and July), amount,	1,000,000 00
Fifth mortgage, no bonds, January and July; interest $3\frac{1}{4}$ per cent.,	1,800,000 00
Total amount of funded debt,	\$3,897,000 00

UNFUNDED DEBT.

Unfunded debt incurred for construction, equipment or purchase of property,	\$226,530 00
Debt incurred for any other purpose,	448,503 21
Total amount of unfunded debt,	675,033 21
Total amount of funded and unfunded debt,	\$4,572,033 21
Funded debt as per last report,	\$3,897,000 00
Unfunded debt as per last report,	675,033 21

COST.

Cost of roads owned to September 30, 1887, and equipment,	\$5,068,755 65
Cost of additions for the year ending September 30, 1888,	232,667 73
Total cost of roads owned to date,	5,301,423 38

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Baltimore, Md., to Williamsport, Md., . . .	90	.50
LEASED ROADS.		
Baltimore and Cumberland Valley Railway, from Edgemont, Md., to Pennsylvania State line, length of road,	3.03	. . . . .
Baltimore and Cumberland Valley Railroad, from Maryland State line to Waynesboro', Pa., length of road,	4.55	4.55
Baltimore and Cumberland Valley Railroad extension, from Waynesboro', Pa., to Shippensburg, Pa., length of road,	26.52	26.52
Baltimore and Harrisburg Railway, from Emory Grove to Ortanna, length of road,	58.70	39.60
SUMMARY.		
Length of main line,	90	.50
Length of leased roads owned by the company,	34.10	31.07
Total length of all roads owned, leased and operated,	124.10	31.57
Length of sidings and other tracks not above enumerated,	27.80	3.75
Length of all tracks,	151.90	35.32

GAUGE.

Gauge of lines,	4 ft. $8\frac{1}{2}$ ins
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	124.10	31.57
Miles of track laid with iron rail on lines owned, leased or operated, sidings,	27.80	3.75

CHARACTERISTICS OF ROAD—CONTINUED.

Weight of rail per yard,	{ Steel,	56 and 60 lbs.
	{ Iron,	56 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	115
Wooden bridges, number of, 71; aggregate length,	1,733 feet.
Iron bridges, number of, 30; aggregate length,	2,848.5 feet.
Wooden trestles, number of, 14; aggregate length,	1,254 feet.
Total length of bridges and trestles,	5,835.5 feet.

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth, . .	1
Number of crossings of highways over railroad,	1
Number of crossings at which there are neither gates nor flagmen, . .	1

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	41	2
Number of stations on leased roads, passenger and freight,	11	11
Number of engine houses and shops owned by the company,	7	1
Number of fuel and water stations on main line,	11	1
Number of fuel and water stations on leased roads,	1	1

Material of foundation upon which track is laid : Principally stone ballast.

EQUIPMENT.

Dumps for coal chute, 4-wheel,	10
Wreck cars,	2
Locomotives,	28
Passenger cars, first-class,	48
Passenger cars, first-class, parlor,	1
Passenger cars, first-class, combined,	2
Passenger cars, second-class, excursion,	1
Passenger cars, second-class, combined,	3
Total passenger cars,	55
Baggage, mail and express cars,	13
Postal cars (letter and storage),	1
Freight cars, 8-wheel,	542
Freight cars, 8-wheel, caboose,	1
Freight cars, 4-wheel, caboose,	3
Cars, roadway department, 8-wheel,	8
Hand cars and hand trucks,	64

Train brake in use: Westinghouse improved automatic.

Average number of cars in passenger trains, including mail, express and baggage cars,	5
Average number of cars in freight trains,	15
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	190
Average weight of freight trains, including locomotive and tender, in working order, in tons,	390

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	580
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DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	451,140
Number of miles run by freight and ballast trains,	357,093
Total number of miles run,	808,233
Number of passengers carried one mile,	14,890,096
Number of tons of 2,000 pounds of through and local freight for the year on main road,	298,777
Number of tons of freight carried one mile,	11,740,725
Gross amount of tonnage for the year (2,000 pounds per ton),	298,777
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	20
Average rate of speed adopted by express trains, including stops, (miles per hour),	30
Average rate of speed adopted by freight trains, including stops, (miles per hour),	10

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal,	20,289	Live stock,	15,416
Bituminous coal and coke,	59,488	Lumber,	22,360
Iron and other ores,	3,155	Other articles,	142,662
Stone and lime,	5,628		
Agricultural products, grain,	29,779	Total,	298,777

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight and coal and local freight and coal, per ton per mile, average,	2.21 cents.
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EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
October, 1887,	63,056	1,303,602	\$21,592 01
November, 1887,	41,702	730,649	15,081 42
December, 1887,	39,511	723,489	15,126 99
January, 1888,	32,864	555,325	11,730 82
February, 1888,	34,222	552,026	11,995 49
March, 1888,	38,329	584,964	12,789 95
April, 1888,	42,957	663,176	13,897 88
May, 1888,	48,891	862,281	15,544 73
June, 1888,	58,950	1,235,272	20,524 43
July, 1888,	91,049	2,375,503	29,919 88
August, 1888,	140,577	3,202,504	42,974 85
September, 1888,	95,851	2,101,305	26,730 44
Total,	727,959	14,890,096	\$237,908 89

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through and way passengers,	1.60 cents.
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EARNINGS FOR THE YEAR—CONTINUED.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	MILES.	AMOUNT.
October, 1887,	24,185	973,173	\$22,691 35
November, 1887,	25,431	1,067,723	22,012 44
December, 1887,	23,562	1,011,783	20,212 89
January, 1888,	20,541	781,293	16,649 83
February, 1888,	18,196	697,346	16,407 25
March, 1888,	19,824	796,714	19,274 15
April, 1888,	23,770	910,038	23,241 61
May, 1888,	27,356	999,601	23,082 64
June, 1888,	23,618	836,633	21,447 47
July, 1888,	21,555	890,649	19,023 74
August, 1888,	34,356	1,359,435	20,866 74
September, 1888,	36,383	1,416,337	34,906 68
Total,	298,777	11,740,725	\$259,816 79

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
October, 1887,	\$2,626 35	\$1,866 20	\$3,722 88	\$8,215 43
November, 1887,	2,652 35	1,560 62	4,193 32	8,406 29
December, 1887,	2,626 35	1,463 47	4,341 46	8,431 28
January, 1888,	2,626 35	1,179 42	3,557 83	7,363 60
February, 1888,	2,626 35	674 79	3,740 73	7,041 87
March, 1888,	2,626 35	872 79	3,467 53	6,966 67
April, 1888,	2,626 35	1,169 60	4,381 74	8,177 69
May, 1888,	2,624 85	1,286 57	5,143 62	9,055 04
June, 1888,	2,626 35	1,253 19	4,567 35	8,446 89
July, 1888,	2,626 35	1,203 95	4,485 51	8,315 81
August, 1888,	2,626 35	1,604 06	4,876 18	9,106 59
September, 1888,	2,626 42	3,436 54	4,471 48	10,534 44
Total,	\$31,540 77	\$17,571 20	\$50,949 63	\$100,061 60

RECAPITULATION.

Total passenger earnings for the year,	\$237,908 89
Total freight earnings for the year,	259,816 79
Total earnings from all other sources,	100,061 60
Total earnings for the year,	\$597,787 28

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Advertising,	\$10,007 72
Agents and clerks,	33,313 13
Cars, cleaning,	4,532 97
Cars and depot service, including rents,	21,459 40
Conductors, baggage masters and brakemen, passenger, \$18,618.45; freight, \$20,279.38; total,	38,897 83
Expenses of stations, except labor,	1,804 92
Heating cars and stations, including lighting of same,	4,278 16
Incidentals,	6,281 02
Labor at stations,	9,389 34
Loss and damage,	1,464 21
Mail expenses,	670 25
Stationery and printing,	7,126 50
Superintendents,	1,500 00
Train signals,	755 16

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

Telegraph expenses,	\$12,362 24
Watchmen,	8,187 88
Wrecks, clearing,	376 20
Total,	<u>\$162,406 84</u>

MOTIVE POWER.

Enginemen and firemen, passenger,	\$17,431 91
Enginemen and firemen, freight,	17,239 42
Engine houses and machine shops, etc., repairs of,	187 50
Fuel for heating, etc.,	1,318 47
Fuel for locomotives,	33,835 30
Incidentals,	263 47
Locomotive furniture and fixtures,	306 53
Locomotives, repairs of,	18,082 27
Oil for locomotives, including waste and tallow,	6,030 38
Sand for locomotives,	549 78
Stationery and printing,	59 63
Superintendence,	1,550 00
Clerks,	1,080 00
Tools and machinery, repairs of,	2,751 40
Cleaning locomotives,	7,132 87
Watchmen,	480 00
Water, wood and coal stations, expenses and repairs of,	4,239 57
Total,	<u>\$112,238 50</u>

MAINTENANCE OF WAY.

Bridges, repairs of,	\$2,203 77
Cars, repairs of (in M. of W. service),	156 39
Depots and buildings, repairs of,	932 05
Cross-ties,	18,776 10
Parks,	1,016 46
Frogs and switches,	325 81
Incidentals,	1,426 96
Oil, tallow, waste, etc.,	194 43
Turntables,	485 18
Road-bed, repairs of, labor and material,	35,166 04
Snow and ice, removing, also weeds and grass,	4,383 06
Spikes,	494 11
Splices,	222 22
Stationery and printing,	92 91
Superintendents and supervisors,	3,300 00
Tools and repairs of tools,	1,360 74
Watchmen,	630 34
Total,	<u>\$71,171 57</u>

MAINTENANCE OF CARS.

Cars, repairs of freight,	\$11,644 36
Cars, repairs of, passenger, baggage, express and postal,	12,443 59
Oil, tallow, waste, etc.,	232 74
Tools and repairs of tools,	317 01
Superintendence,	1,020 00
Inspecting cars,	3,612 19
Couplings,	316 67
Total,	<u>\$29,586 56</u>

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

GENERAL EXPENSES.

Advertising,	\$11 65
Incidentals and legal expenses,	1,817 04
Office expenses, repairs and furniture,	152 30
Salaries of president and other officers, and clerks,	23,771 48
Stationery and blanks,	389 40
Taxes,	943 48
Insurance,	1,763 23
Total,	<u>\$28,853 58</u>

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$237,908 89
Freight transportation, local and through,	259,816 79
Mail service, \$31,540.77; express service, \$17,571.20; total,	49,111 97
Miscellaneous,	50,949 63
Total,	<u>\$597,787 28</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$162,406 84
Motive power,	112,238 50
Maintenance of way,	71,171 57
Maintenance of cars,	29,586 56
General expenses,	28,853 58
Total operating expenses,	<u>\$404,257 05</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of road and appurtenances,	\$4,296,245 76
Equipment and betterments,	911,695 16
Balance due by other roads,	10,068 41
Material on hand,	8,524 00
Sinking fund, fifth mortgage;	100,000 00
Funded coupon certificates,	226,530 00
New tracks,	93,482 46
Cash on hand,	43,355 07
	<u>\$5,689,901 46</u>

LIABILITIES.

First mortgage, endorsed by Baltimore city,	\$43,500 00
Preferred second mortgage, unendorsed,	178,500 00
Third mortgage, endorsed by Baltimore city,	875,000 00
Fourth mortgage, city stock received (no bonds issued),	1,000,000 00
Fifth mortgage,	1,800,000 00
Bills payable (car trust notes, etc.),	448,503 21
Stock subscriptions,	684,700 00
Baltimore and Harrisburg Railway Company (Western Extension),	95,252 12
Loan account (for car sheds),	5,000 00
General revenue,	559,446 13
	<u>\$5,689,901 46</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : Adams.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service : \$17,969.50 per annum for fast mail service: \$14,015.70 per annum for local mail service.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employees,	1	.	1
Others,	2	5	2	5
Total,	2	6	2	6

WESTERN NEW YORK AND PENNSYLVANIA RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Calvin H. Allen,	President,	New York city.
Samuel G. DeCoursey,	Vice President,	Philadelphia, Pa.
J. R. Trimble,	Secretary,	Philadelphia, Pa.
Franklin S. Buell,	Treasurer,	Buffalo, N. Y.
Wm. L. Doyle,	Auditor,	Buffalo, N. Y.
Frank D. Sturges,	General Counsel,	New York city.
Jas. D. Hancock,	General Solicitor,	Buffalo, N. Y.
R. D. McCreary,	Chief Engineer,	Buffalo, N. Y.
Geo. S. Gatchell,	General Superintendent,	Buffalo, N. Y.
H. Dwyer,	Division Superintendents,	Buffalo, N. Y.
J. W. Watson,		Olean, N. Y.
R. Bell,		Oil City, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Calvin H. Allen,	New York city.	Arnold Marcus,	New York city.
Edward L. Owen,	New York city.	Sam'l G. DeCoursey,	Philadelphia, Pa.
Adolph Engler,	New York city.	George E. Bartol,	Philadelphia, Pa.
Isaac N. Scigman,	New York city.	Wm. T. Tiers,	Philadelphia, Pa.
Gustave E. Kissel,	New York city.	E. W. Clark, Jr.,	Philadelphia, Pa.
John D. Probst,	New York city.	P. P. Pratt,	Buffalo N. Y.
Carl Schurz,	New York city.		

GENERAL INFORMATION.

Name of road : Western New York and Pennsylvania Railroad.

By whom operated : Western New York and Pennsylvania Railroad Company.

By what authority : See next page.

With what other companies consolidated : See next page.

Date of consolidation : November 28, 1887.

The general offices of the company are located at Buffalo, N. Y., and Philadelphia, Pa.

For information concerning this report, address Wm. L. Doyle, Auditor, Buffalo, N. Y.

How are the passenger cars on your road heated, lighted and ventilated ? Heated by stoves ; lighted by oil lamps ; well ventilated.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Buffalo, New York and Philadelphia Railroad Company, heretofore operated by G. Clinton Gardner, receiver, has been sold under foreclosure. After foreclosure proceedings, two new companies, entitled Western New York and Pennsylvania Railway Company, of New York, and Western New York and Pennsylvania Railway Company, of Pennsylvania, were organized, each having a capital of \$15,000,000, certificates of organization being filed at Albany, N. Y., October 27, 1887, and at Harrisburg, Pa., November 3, 1887. The above-named companies were consolidated into one company, entitled Western New York and Pennsylvania Railroad Company, as per articles of agreement filed at Albany, N. Y., November 23, 1887, and at Harrisburg, Pa., November 28, 1887, and all properties belonging to the companies previously named were transferred to it on the first day of December, 1887. This report includes the operations of the road for the months of October and November, 1887, under the receiver, and also of the new company for the remaining ten months

HISTORY OF ORGANIZATION AND CONSTRUCTION—CONTINUED.

of the fiscal year. This report embraces the operations of the following subsidiary companies :

Olean, Bradford and Warren Railroad Company, extending from State Line to Bradford, Pa., a distance of	14.00 miles.
Bradford Railroad Company, extending from Bradford to Kinzua, Pa., intersection,	14.00 miles.
Kinzua Railroad Company, extending from Kinzua intersection to Kinzua, Pa., a distance of	12.00 miles.
Kendall and Eldred Railroad Company, extending from Eldred to Tarpot, Pa., a distance of	18.00 miles.
McKean and Buffalo Railroad Company, extending from Larabee to Clermont, Pa., a distance of	22.15 miles.
Total,	<u>80.15 miles.</u>

Instructions issued by the United States Interstate Commerce Commission are as follows : "Cases of practical consolidation or merger, effected by ownership or control of capital stock, or by leases of long duration, when the lessor company does not keep up an independent organization for the purpose of distributing income, or otherwise accomplished in such manner that no distinction is made in operating and accounting by reason of the original separate incorporation, may be treated as consolidation in fact. * * * In such cases no separate return from the subsidiary road is required."

The Western New York and Pennsylvania Railroad Company owns all the stock and the leases of each of the above-named companies, and does not keep up independent organizations for the purpose of distributing revenue; and no distinction is made in operating or accounting by reason of the original separate incorporation of any of the companies named, and the business of the above-named roads is included in the operations of this company, being considered as consolidations in fact. As the incorporation of each company is maintained for other purposes than those above specified, separate statements of the affairs of each company have been duly filed contemporaneously with this report.

CAPITAL STOCK.

Amount authorized by law,	\$30,000,000 00
Amount authorized by votes of company,	30,000,000 00
Amount now paid in, common,	30,000,000 00
Number of shares issued,	300,000
Amount paid in on each share,	100 00
Par value of each share,	<u>100 00</u>

DEBT.

FUNDED DEBT.

First mortgage bonds (due January 1, 1937; bear interest at 5 per cent, which is payable January 1 and July 1), amount,	\$8,200,000 00
First mortgage W. and F. bonds (due February 1, 1896; bear interest at 7 per cent., which is payable February 1 and August 1), amount,	800,000 00
Second mortgage bonds (due October 1, 1927; interest dependent upon earnings),	<u>20,000,000 00</u>
Total amount of funded debt,	<u>\$29,000,000 00</u>

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$708,309 79
Debt incurred for any other purpose, and for what :	
For interest on first mortgage bonds (accrued),	109,512 81
For operation,	<u>782,453 28</u>

Total amount of unfunded debt, 1,600,275 88

Total amount of funded and unfunded debt, \$30,600,275 88

COST.

Cost of roads owned December 1, 1887,	\$57,844,095 67
Cost of additions for ten months ending September 30, 1888,	111,329 34
Total cost of roads owned to date,	57,955,425 01
Average of same per mile of road laid,	93,271 89
Average of same per mile of single track,	93,271 89
Proportion of same for Pennsylvania,	23,671,778 98
Cost of equipment owned December 1, 1887,	2,149,236 85
Cost of equipment additions for the year ending September 30, 1888,	7,686 97
Total cost of equipment owned,	2,156,923 82
Average cost of equipment per mile of road owned by the company,	3,471 29
Average cost of equipment per mile of road operated by company,	3,279 69
Proportion of same for Pennsylvania,	1,067,074 54
Cost of road and equipment per mile (of road owned by company),	96,743 18
Proportion of same for Pennsylvania,	96,743 18
Total cost of roads and equipment,	60,112,348 83
Proportion of same for Pennsylvania,	29,738,853 53

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penna.
Length of main line,	621.36	307.40
Length of single main track,	621.36	307.40
Length of second main track, . . . . .	.50	.. ..
Total main track,	621.86	307.40
MAIN LINES.		
Union Terminal Railroad and branch, from Buffalo to Emporium,	Length of road, 120.55 Length of single track, 120.55 Length of double track, .50	43.55 43.55
From Larabees to Clermont,	Length of road, 22.15 Length of single track, 22.15	22.15 22.15
From Buffalo Junction to Oil City,	Length of road, 136.40 Length of single track, 136.40	50.60 50.60
From Oil City to Irvineton,	Length of road, 50.20 Length of single track, 50.20	50.20 50.20
From Warren to Olean Junction,	Length of road, 59.20 Length of single track, 59.20	21.70 21.70
From Stoneboro' to New Castle,	Length of road, 36.00 Length of single track, 36.00	36.00 36.00
From Tryonville to Union,	Length of road, 16.30 Length of single track, 16.30	16.30 16.30
From Olean to State Line,	Length of road, 12.00 Length of single track, 12.00	.. .... ..
From State Line to Bradford,	Length of road, 14.00 Length of single track, 14.00	14.00 14.00
From Eldred to Tarport,	Length of road, 18.00 Length of single track, 18.00	18.00 18.00
From Bradford to Kinzua,	Length of road, 26.00 Length of single track, 26.00	26.00 26.00
From Rochester to Hinsdale,	Length of road, 98.90 Length of single track, 98.90	.. .... ..
From B., N. Y., and P. Junction to Lincoln Park,	Length of road, 2.46 Length of single track, 2.46	.. .... ..
From Titusville to Pioneer,	Length of road, 8.90 Length of single track, 8.90	8.90 8.90
TRAFFIC LEASES.		
Lake Shore and Michigan Southern Railway, from Oil City to Ston-boro',	Length of road, 30.00 Length of single track, 30.00	30.00 30.00
Philadelphia and Erie, from Irvineton to Warren	Length of road, 6.30 Length of single track, 6.30 Length of double track, 6.30	6.30 6.30 6.30
SUMMARY.		
Length of main line,	621.36	307.40
Length of leased roads (traffic leases),	36.30	36.30
Total length of all roads owned, leased and operated,	657.66	343.70
Length of second track,	6.80	6.30
Length of sidings and other tracks not above enumerated,	175.59	80.86
Length of all tracks,	840.05	430.86

CHARACTERISTICS OF ROAD—CONTINUED.

Length of operated roads owned by company, leased to L. and P. R. R., 11 miles.

Gauges of lines, GAUGE. 4 ft. 8½ ins. & 3 ft.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	573.43	266.37
Miles of track laid with iron rail, including sidings,	266.62	164.49
Total miles of track laid with steel and iron rails,	840.05	430.86

Weight of rail per yard, { Steel, 56, 60, 67 & 73 lbs.
 { Iron, 35 and 56 lbs.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	745
Wooden bridges, number of, 70; aggregate length,	9,867 feet.
Wooden girders, number of, 398; aggregate length,	4,515 feet.
Iron bridges, number of, 21; aggregate length,	3,665 feet.
Iron girders, number of, 34; aggregate length,	639 feet.
Wooden trestles, number of, 222; aggregate length,	39,681 feet.
Total length of bridges and trestles,	58,307 feet.

CROSSINGS.

Railroads crossings, at grade, lines owned by the company in this Commonwealth : Philadelphia and Erie Railroad, at Corry, Pa. ; New York, Pennsylvania and Ohio Railroad, at Corry, Pa. ; New York, Pennsylvania and Ohio Railroad, at Union, Pa. ; Lake Shore and Michigan Southern Railway, at Stoneboro', Pa. ; Shenango and Allegheny Railroad, at Mercer, Pa. ; Pittsburgh and Lake Erie Railroad, at New Castle, Pa. ; New York, Lake Erie and Western Railroad, at Bradford, Pa. ; Buffalo, Rochester and Pittsburgh Railroad, at Bradford, Pa. ; Bradford, Eldred and Cuba Railroad, at Eldred, Pa. ; W. & D. Branch Railroad, at Hickory, Pa. ; Bradford, Eldred and Cuba Railroad, at Bradford, Pa.

Number of crossings of highways at grade, in this Commonwealth,	233
Number of crossings of highways over railroad,	6
Number of crossings at which gates or flagmen are maintained,	11
Number of crossings at which there are neither gates nor flagmen,	222

Statement of regulations governing employé's in regard to these crossings : Ring the bell and whistle four times eighty rods from crossing.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 27; passenger and freight, 91; freight, 24,	142	65
Number of engine houses and shops owned by the company,	22	13
Number of fuel and water stations on main line,	70	40

Material of foundation upon which track is laid : Earth and gravel.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	120	\$9,500 00
Passenger cars, first-class,	54	4,900 00
Passenger cars, second-class,	28	2,800 00
Total passenger cars,	78	.. ..
Baggage, mail and express cars,	36	2,700 00
Freight cars, 8-wheel,	6,920	425 00
Company's service cars,	26	.. ..
Total freight cars,	6,946	.. ..

CHARACTERISTICS OF ROAD—CONTINUED.

Train brake in use : Westinghouse automatic.

Average number of ears in passenger trains, including mail, express
and baggage ears,

3.1

Average number of ears in freight trains, equal to loaded,

24.6

EMPLOYES.

Average number of persons regularly employed by company, includ-
ing officials,

2,603

Same in Pennsylvania : Cannot give.

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,

1,050,598

Number of miles run by freight and coal trains,

1,474,320

Total number of miles run,

2,593,831

Number of passengers carried one mile in Pennsylvania, net cost
per mile for each passenger carried, number of tons of 2,000 pounds
of through freight for the year on main road and number of tons of
2,000 pounds of local freight for the year : Not kept separate.

Number of tons of freight carried one mile,

363,609,280

Number of tons of freight carried one mile in Pennsylvania : Not
kept separate.

Gross amount of tonnage for the year (2,000 pounds per ton),

3,527,310

Average rate of speed adopted by ordinary passenger trains, inclu-
ding stops (miles per hour),

25

Average rate of speed adopted by express trains, including stops
(miles per hour),

30

Average rate of speed adopted by freight trains, including stops
(miles per hour),

15

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal, 282,858

Bituminous coal and coke, . . 1,260,208

Petroleum and other oils, . . 421,198

Pig iron, railroad iron and other
iron or castings, 82,362

Iron and other ores, 41,868

Stone and lime, 83,200

Agricultural products, 81,204

Merchandise and manufactures, 261,085

Live stock, 5,399

Lumber, 674,826

Other articles, 333,102

Total, 3,527,310

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, for through coal, for local freight and for local
coal, per ton per mile,

6.378 mills.

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
October, 1887, . . .	320	37,227	\$911 18	85,684	1,725,789	\$48,328 69	86,004	1,763,016	\$49,239 87
November, 1887, . .	402	30,848	754 82	84,214	1,584,833	44,885 79	84,616	1,615,681	45,640 61
December, 1887, . .	536	39,672	962 27	86,113	1,673,760	47,207 81	86,649	1,713,432	48,170 08
January, 1888, . . .	397	30,028	718 39	76,032	1,359,264	38,151 91	76,429	1,389,292	38,870 30
February, 1888, . .	293	24,555	588 10	77,623	1,391,874	39,448 50	77,916	1,416,429	40,036 60
March, 1888, . . .	238	24,905	584 51	88,151	1,565,576	44,358 35	88,389	1,590,481	44,942 86
April, 1888, . . .	275	27,556	654 73	86,856	1,601,368	45,365 11	87,131	1,628,924	46,019 84
May, 1888, . . .	526	40,678	903 69	87,554	1,632,446	44,456 67	88,080	1,673,124	45,360 36
June, 1888, . . .	490	44,749	913 30	99,659	1,832,311	50,782 45	100,149	1,877,060	51,695 75
July, 1888, . . .	664	47,542	1,072 94	127,337	2,517,206	64,022 13	128,001	2,564,748	65,095 07
August, 1888, . . .	3,374	178,944	3,778 88	167,827	3,124,367	79,765 73	171,201	3,303,311	83,544 61
September, 1888, . .	3,025	228,046	3,612 38	127,530	2,894,348	66,705 12	130,555	3,122,394	70,317 50
Total,	10,540	754,750	\$15,455 19	1,194,580	22,903,142	\$613,478 26	1,205,120	23,657,892	\$628,933 45

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers, 2.01 cents; for first-class way passengers, 2.68 cents.

EARNINGS FOR THE YEAR—CONTINUED.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TOTALS.		
	Tons.	Miles.	Amount.
October, 1887,	303,293	30,265,888	\$202,212 56
November, 1887,	265,140	27,363,214	178,631 05
December, 1887,	279,832	28,259,869	179,901 16
January, 1888,	242,630	24,782,216	165,737 30
February, 1888,	260,885	27,206,775	167,771 21
March, 1888,	267,098	28,418,466	174,375 98
April, 1888,	242,550	25,377,204	167,316 73
May, 1888,	291,217	29,262,799	191,996 09
June, 1888,	322,006	33,675,276	210,582 84
July, 1888,	336,604	34,428,161	214,554 07
August, 1888,	379,322	39,464,609	246,706 03
September, 1888,	336,733	35,104,803	219,550 04
Total,	3,527,310	363,609,280	\$2,319,335 06

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTALS.
October, 1887,	\$3,463 11	\$2,903 93	\$2,233 82	\$8,600 86
November, 1887,	3,463 11	2,570 66	3,269 03	9,302 80
December, 1887,	3,463 11	2,918 46	2,678 50	9,060 07
January, 1888,	3,461 83	2,012 42	2,677 50	8,151 75
February, 1888,	3,463 12	2,040 84	2,252 40	7,756 36
March, 1888,	3,463 12	2,471 07	2,730 20	8,664 39
April, 1888,	3,463 12	2,606 73	2,516 59	8,586 44
May, 1888,	3,463 11	3,063 48	3,658 62	10,185 21
June, 1888,	3,461 41	2,767 16	4,084 00	10,312 57
July, 1888,	3,415 86	2,641 10	4,050 78	10,107 74
August, 1888,	3,456 12	2,754 95	4,726 32	10,937 39
September, 1888,	3,401 39	3,402 00	4,828 42	11,631 81
Totals,	\$41,438 41	\$32,152 80	\$39,706 18	\$113,297 39

RECAPITULATION.

Total passenger earnings for the year,	\$628,933 45
Total freight earnings for the year,	2,319,335 06
Total earnings from all other sources,	113,297 39

Total earnings for the year, \$3,061,565 90

Proportion of earnings in Pennsylvania to earnings of whole line (by mileage), \$1,431,020 77

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road, second track, Olean to Hinsdale, . .	\$18,011 85
Land or land damages,	58 00
Passenger and freight houses,	3,797 58
New locomotives,	5,935 19
New passenger cars,	1,594 28
New freight cars, 8-wheel),	157 50
New shops (machine and car) and engine houses,	6,315 65
New machinery,	3,136 60
New wood and water stations (including water tanks),	1,082 08
Any other expenditures chargeable to this account,	78,927 58
Total,	<u>\$119,016 31</u>

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Advertising,	\$1,225 25	..	\$1,225 25
Agents,	22,721 10	\$83,990 07	106,711 17
Baggage masters,	14,340 02	..	14,340 02
Brakemen,	13,201 20	94,454 64	107,655 84
Cars, cleaning, and inspecting,	11,612 87	21,150 58	32,763 45
Car service,	4,380 42	5,936 60	10,317 02
Clerks,	16,630 23	49,492 24	66,122 47
Conductors and train agents,	23,201 37	41,941 88	65,143 25
Dispatchers and yard masters,	4,516 44	20,378 29	24,894 73
Expenses of stations, except labor,	4,128 90	13,379 27	17,508 17
Heating and lighting cars,	6,151 04	1,918 47	8,069 51
Heating and lighting stations,	2,999 78	3,664 83	6,664 61
Switching, . . . . .	..	9,125 22	9,125 22
Labor at stations,	2,805 62	26,078 29	28,883 91
Loss and damage,	13,166 44	13,436 82	26,603 26
Mail expenses,	1,784 11	..	1,784 11
Oil, tallow and waste for cars,	1,122 57	7,863 18	8,985 75
Stationery and printing,	7,576 70	13,638 14	21,214 84
Stations, repairs of, and furniture for,	12,919 62	15,839 52	28,759 14
Superintendents,	6,868 74	15,544 79	22,413 53
Switchmen,	5,644 49	58,567 97	64,212 46
Telegraph expenses,	9,319 37	25,014 87	34,334 24
Watchmen,	1,429 36	2,663 10	4,092 46
Total,	\$187,745 64	\$524,078 77	\$711,824 41
MOTIVE POWER.			
Enginemen and firemen, passenger,	\$55,474 51	..	\$55,474 51
Enginemen and firemen, freight, . . . . .	..	\$153,690 29	153,690 29
Engine houses and machine shops, etc., repairs of,	2,502 15	5,838 34	8,340 49
Fuel for heating and lighting,	1,498 44	3,496 38	4,994 82
Fuel for locomotives,	37,250 22	143,592 04	180,842 26
Laborers,	14,126 18	31,963 54	46,089 72
Locomotives, repairs of,	28,700 37	93,685 45	122,385 82
Oil for locomotives, and tallow and waste,	1,537 38	10,286 49	11,823 87
Stationery and printing,	2 25	5 25	7 50
Tools and machinery, repairs of,	6,302 46	14,705 82	21,008 28
Watchmen,	748 42	1,746 31	2,494 73
Water, wood and coal stations, expenses and repairs of,	7,048 88	16,327 28	23,376 16
Total,	\$155,191 26	\$475,337 19	\$630,528 45
MAINTENANCE OF WAY.			
Ballast,	\$1,455 13	\$3,395 40	\$4,850 53
Bridges, repairs of,	15,299 90	35,699 77	50,999 67
Cars, repairs of (in M. and W. service),	522 49	1,219 22	1,741 71
Clerks,	586 11	1,367 60	1,953 71
Cross-ties,	35,742 98	83,400 33	119,143 31
Foremen, tool and watch-houses, repairs of,	457 51	1,067 52	1,525 03
Frogs and switches,	3,212 85	7,496 62	10,709 47
Rails, iron,	189 98	443 29	633 27
Rails, steel,	13,232 32	30,875 35	44,107 67
Road-bed, repairs of, labor and material,	18,889 48	41,075 40	62,964 88
Snow and ice, removing,	3,599 02	8,397 69	11,996 71
Spikes,	2,358 00	5,502 00	7,860 00
Splices,	4,274 78	9,971 19	14,245 97
Stationery and printing,	43 62	101 78	145 40
Superintendents and supervisors,	5,684 31	13,263 33	18,947 64
Tools and repairs of tools,	2,114 98	4,934 89	7,049 87
Track, repairing,	51,863 20	121,014 10	172,877 30
Watchmen,	13,134 07	30,646 18	43,780 25
Total,	\$172,660 73	\$402,871 66	\$575,532 39
MAINTENANCE OF CARS.			
Car shops and sheds, repairs of,	\$927 74	\$2,164 76	\$3,092 50
Cars, repairs of freight, . . . . .	..	161,954 02	161,954 02
Cars, repairs of passenger, baggage, express and postal,	34,860 91	..	34,860 91
Fuel for heating,	195 92	457 15	653 07
Tools and repairs of tools,	3,747 26	8,713 64	12,490 90
Watchmen,	194 83	454 58	649 41
Total,	\$39,926 66	\$173,774 15	\$213,700 81

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

GENERAL EXPENSES.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Attendants,	\$126 00	\$294 00	\$420 00
Clerks,	1,809 00	4,221 00	6,030 00
Fuel and light,	22 20	51 80	74 00
Incidentals and legal expenses,	7,955 80	18,563 62	26,519 42
Office expenses, repairs and furniture,	4,087 92	9,538 51	13,626 43
Salaries of president and other officers,	7,534 98	17,581 65	25,116 63
Stationery and blanks,	618 11	1,442 30	2,060 41
Total,	\$22,154 01	\$51,692 88	\$73,846 89

EARNINGS—SUMMARY.

Passenger transportation, local, \$613,478.26; through, \$15,455.19; total,	\$623,933 45
Freight transportation, local and through,	2,319,335 06
Mail service, \$41,438.41; express service, \$32,152.80; total,	73,591 21
Miscellaneous,	39,706 18
Total,	\$3,061,565 90

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$187,745 64	\$524,078 77	\$711,824 41
Motive power,	155,191 26	475,337 19	630,528 45
Maintenance of way,	172,660 73	402,871 66	575,532 39
Maintenance of cars,	39,926 66	173,774 15	213,700 81
General expenses,	22,154 01	51,692 88	73,846 89
Total operating expenses,			\$2,205,432 95
Expenditures charged to cost of road, real estate and equipment during the year,			119,016 31
Total expenditures during the year,			\$2,324,449 26

Operating expenses, 72 per cent. of earnings.

Earnings per mile of road operated,	\$4,655 24
Expenses per mile of road operated,	3,353 45
Net earnings,	1,301 79

GENERAL BALANCE SHEET, SEPTEMBER 30, 1888.

ASSETS.

Cost of road,	\$57,955,425 01	
Cost of equipment,	2,156,923 82	
		\$60,112,348 83
This company's stock and L. & P. R. R. securities owned,	\$250,000 00	
First mortgage bonds, W. N. Y. & P. R. R.,	535,000 00	
Second mortgage bonds, W. N. Y. & P. R. R.,	494,667 02	
		1,279,667 02
Cash on hand,	\$163,887 11	
Bills receivable,	1,050 00	
Due from agents,	100,191 01	
Due from individuals and companies,	148,420 71	
Land in Michigan owned,	6,852 69	
Materials and supplies,	192,289 73	
		612,691 25
		\$62,004,707 10

GENERAL BALANCE SHEET. 1888—CONTINUED.

LIABILITIES.

Capital stock,		\$30,000,000 00
First mortgage bonds,	\$8,200,000 00	
First W. & F. bonds,	800,000 00	
Second mortgage bonds,	20,000,000 00	
		29,000,000 00
Bond and mortgage, real estate,	\$426,904 00	
Notes issued for new equipment,	281,405 79	
		708,309 79
Interest accrued on first mortgage bonds,	\$109,512 81	
Bills payable,	391,185 79	
Vouchers and pay rolls,	381,596 98	
Due to individuals and companies,	9,670 51	
		891,966 09
Second mortgage bond :		
Interest in income scrip,		\$12,722 20
Non-convertible income scrip,		364,538 20
Profit and loss (surplus),		227,170 82
		<u>\$62,004,707 10</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : American Express Company, per classification, per weight.

TRANSPORTATION COMPANIES.

Names of freight and transportation companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc. : Empire Line commission to E. L. of 30 per cent. on tariff rates, no mileage : Green Line commission to G. L. of 27½ per cent. on tariff rates, no mileage on cars.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular ? Empire Line and Green Line cars are used. No preference given.

Are any discriminations made by your company in charges of facilities for transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise ? If so, state the reason thereof : No discriminations made.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates : Pullman parlor and sleeping cars on mileage basis.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service : \$41,438.41 per annum.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						23
Employees,					11	70
Others,					15	7
Total,					26	100

WESTERN PENNSYLVANIA RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. N. DuBarry,	President,	Philadelphia.
Albert Hewson,	Secretary,	Philadelphia.
Taber Ashton,	Treasurer,	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John P. Green,	Philadelphia.	G. B. Roberts,	Philadelphia.
Wistar Morris,	Philadelphia.	Henry D. Welsh,	Philadelphia.

Date of annual meeting for election of directors, third Wednesday in February.

GENERAL INFORMATION.

Name of road : Western Pennsylvania Railroad.

By whom operated : Pennsylvania Railroad Company.

By what authority : Lease for fifty years from June 1, 1883.

The general offices of the company are located at 233 South Fourth street, Philadelphia.

For information concerning this report, address T. Ashton, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original company, Northwestern Railroad Company; incorporated February 9, 1853; sold under foreclosure July 5, 1859. Western Pennsylvania Railroad Company, incorporated March 22, 1860.

CAPITAL STOCK.

Amount authorized by law,	\$4,000,000 00
Amount authorized by votes of company,	1,775,000 00
Amount subscribed,	1,775,000 00
Amount now paid in, common,	1,775,000 00
Number of shares issued,	35,500
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due April 1, 1893; bear interest at 6 per cent., which is payable April 1 and October 1), amount,	\$790,000 00
First mortgage bonds, Pittsburgh branch (due January 1, 1896; bear interest at 6 per cent., which is payable January 1 and July 1), amount,	435,000 00
Registered coupon bonds (due June 1, 1928; bear interest at 4 per cent., which is payable June 1 and December 1), amount,	3,000,000 00
Total amount of funded debt,	\$4,225,000 00

DEBT—CONTINUED.

UNFUNDED DEBT.

Total amount of funded and unfunded debt,	\$4,225,000 00
Funded debt as per last report,	4,200,000 00
Total cash received from capital stock and debt,	6,000,000 00

COST.

Cost of roads owned to December 31, 1887,	\$5,687,558 21
Cost of additions for the year ending December 31, 1888,	449,633 98
Total cost of roads owned to date,	6,137,192 19

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bolivar to Butler,	70.63	70.63
Length of single main track,	70.63	70.63
BRANCHES.		
Allegheny City branch, from Butler Junction to Allegheny,	27.60	27.60
	4.32	4.32
	23.28	23.28
SUMMARY.		
Length of main line,	70.63	70.63
Length of branches owned by the company,	27.60	27.60
Total length of all roads owned and operated,	98.23	98.23
Length of second track,	23.28	23.28
Length of sidings and other tracks not above enumerated,	55.15	55.15
Length of all tracks,	176.96	176.96

GAUGE.

Gauge of lines,	4 ft. 9 ins.
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	137.99	137.99
Miles of track laid with iron rail on lines owned, leased or operated, .	38.97	38.97

Weight of rail per yard, { Steel,	60 to 70 lbs.
{ Iron,	45 to 67 lbs.

TELEGRAPH LINES.

Length of lines in miles, 99.08; in Pennsylvania,	99.08
Number of miles of wire, 190.81; in Pennsylvania,	190.81

BRIDGES AND TRESTLES

Number of bridges and trestles on lines owned by the company, . .	46
Wooden bridges, number of, 22; aggregate length,	4,425 feet.
Stone bridges, number of, 9; aggregate length,	160 feet.
Iron bridges, number of, 14; aggregate length,	3,173 feet.
Wooden trestles, number of, 1; length,	400 feet.
Total length of bridges and trestles,	8,158 feet.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth :
 Indiana branch Pennsylvania Railroad, at Blairsville; Allegheny Valley Railroad,

at Allegheny Junction; Pittsburgh and Western Railroad, at Butler; Pittsburgh and Western Railroad, at Pine Creek; Pittsburgh and Western Railroad, at Willow Grove; Pittsburgh, Fort Wayne and Chicago Railroad, at Allegheny.	
Number of crossings of highways at grade, in this Commonwealth,	221
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	5
Number of crossings at which gates or flagmen are maintained, . .	1
Number of crossings at which there are neither gates nor flagmen, .	220

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 18; freight, 18,	18	18
Number of stations on branches, passenger, 15; freight, 12,	17	17
Number of engine houses and shops owned by the company,	9	9
Number of fuel and water stations on main line,	13	13
Number of fuel and water stations on branches,	5	5
Number of tunnels on all lines owned by the company,	3	3
Aggregate length of tunnels,	3,414 ft.	3,414 ft.

Material of foundation upon which track is laid : White oak cross-ties and broken stone ballast.

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Extension or alteration of road and land or land damages,	\$121,133 01
Any other expenditures chargeable to this account,	328,500 97
Total,	\$449,633 98

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year : April 15, 1888, 3 per cent. ; October 15, 1888, 3 per cent.	
Paid in dividends, cash,	\$92,250 00

THE WHEELING, PITTSBURGH AND BALTIMORE RAIL-ROAD COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. B. Washington,	President,	Pittsburgh, Pa.
A. W. Black,	Secretary,	Pittsburgh, Pa.
W. H. Ijams,	Treasurer,	Baltimore, Md.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. B. Washington,	Pittsburgh, Pa.	Samuel Spencer,	Baltimore, Md.
Johns McCleave,	Pittsburgh, Pa.	W. W. Smith,	Washington, Pa.
J. V. Patton,	Pittsburgh, Pa.	William Workman,	Washington, Pa.
J. D. Scully,	Pittsburgh, Pa.		

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road: The Wheeling, Pittsburgh and Baltimore Railroad Company.

By whom operated: The Baltimore and Ohio Railroad Company.

With what other companies consolidated: Baltimore and Ohio Short Line Railroad Company.

Date of consolidation: August 5, 1887.

The general offices of the company are located at Pittsburgh, Pa.

For information concerning this report, address J. B. Washington, Pittsburgh, Pa.

How are the passenger cars on your road heated, lighted and ventilated? See Pittsburgh and Connellsville report.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Wheeling, Pittsburgh and Baltimore Railroad Company organized January 15, 1872, act of April 8, 1861, State of Pennsylvania; House bill No. 3, February 29, 1872, State of West Virginia.

Baltimore and Ohio Short Line Railroad Company organized February 12, 1885, act April 8, 1861, State of Pennsylvania.

The Wheeling, Pittsburgh and Baltimore Railroad Company organized August 5, 1887, by merger of the Baltimore and Ohio Short Line Railroad Company and the Wheeling, Pittsburgh and Baltimore Railroad Company.

CAPITAL STOCK.

Amount authorized by law,	\$5,500,000 00
Amount subscribed,	5,500,000 00
Amount now paid in,	5,500,000 00
Number of shares issued,	110,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage Northern Division bonds (due February, 1925, bear interest at 5 per cent, which is payable February and August), amount,	\$500,000 00
First mortgage consolidated bonds (due August, 1937, bear interest at 5 per cent., which is payable August and February), amount,	5,000,000 00
Total amount of funded debt,	\$5,500,000 00

UNFUNDED DEBT.

Debt incurred for any other purpose, and for what: For operating expenses, etc.,	83,379 24
Total amount of funded and unfunded debt,	\$5,583,379 24
Funded debt as per last report,	5,500,000 00
Unfunded debt as per last report,	75,024 45

COST.

Cost of roads owned to September 30, 1887,	\$6,971,247 11
Cost of additions for the year ending September 30, 1888,	71,353 11
Total cost of roads owned to date,	7,042,600 22
Average of same per mile of road laid (62),	113,590 33
Proportion of same for Pennsylvania (50.5),	5,736,311 66

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line from Glenwood, Pa., to Wheeling, W. Va., . . .	62.00	50.50
LEASED ROADS.		
Ohio and Baltimore Short Line Railway Company, Western Division, from Zediker, Pa., to Washington, Pa.,	4.00	4.00
	4.00	4.00
SUMMARY.		
Length of main line,	62.00	50.50
Length of leased roads,	4.00	4.00
Length of all sidings and other tracks not above enumerated,	16.50	14.50
Length of all tracks,	82.50	69.00

GAUGE.

Gauge of lines,	4 ft. 8½ in
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TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	64.18	54.50
Miles of track laid with iron rail on lines owned, leased or operated, .	18.32	14.50
	82.50	69.00

Weight of rail per yard, { Steel,	60 and 67 lbs.
{ Iron,	60 and 64 lbs.

TELEGRAPH LINES.

Length of lines in miles, 66; in Pennsylvania,	50.5
Number of miles of wire, 193; in Pennsylvania,	151.5

CHARACTERISTICS OF ROAD—CONTINUED.

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . . .	103
Wooden bridges, number of, 37; length,	901 feet
Iron bridges, number of, 21; aggregate length,	2,833 feet.
Wooden trestles, number of, 45; aggregate length,	10,787 feet.

Total length of bridges and trestles,	14,521 feet.
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CROSSINGS.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Pittsburgh, Virginia and Charleston Railroad, at Riverside, Pa. (under); Pittsburgh, McKeesport and Youghiogheny Railroad, at Riverside, Pa. (under).

Number of crossings of highways at grade in this Commonwealth, . . .	26
Number of crossings of highways over railroad,	3
Number of crossings of highways under railroad,	19
Number of crossings at which gates or flagmen are maintained, . . .	3
Number of crossings at which there are neither gates nor flagmen, . .	45

Statement of regulations governing employes in regard to these crossings: On approaching road crossings a whistle signal is given and engine bell is rung.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	10	8
Number of fuel and water stations on main line,	7	6
Number of tunnels on all lines owned by the company,	7	6
Aggregate length of tunnels, 5,649 feet.		

Material of foundation upon which track is laid: Cross-ties and broken stone ballast.

EQUIPMENT.

Owned by Baltimore and Ohio Railroad Company.

Train brake in use: Westinghouse air brake.

Loughbridge air brake.

Average number of cars in passenger trains, including mail, express and baggage cars,	3
Average number of cars in freight trains,	15

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	506
Same in Pennsylvania,	461

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	241,239
Number of miles run by freight and coal trains,	674,815
Total number of miles run,	916,054
Number of tons of 2,000 pounds of through freight for the year on main road,	976,165
Number of tons of 2,000 pounds of local freight for the year,	19,922
Number of tons of freight carried one mile,	55,792,913
Gross amount of tonnage for the year (2,000 pounds per ton),	996,087
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	20
Average rate of speed adopted by express trains, including stops, (miles per hour),	25
Average rate of speed adopted by freight trains, including stops, (miles per hour),	12

DOINGS OF THE YEAR—CONTINUED.

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Bituminous coal and coke, . . .	572,425	Agricultural products,	34,417
Petroleum and other oils, . . .	13,463	Merchandise and manufactures, . .	44,681
Pig iron,	14,080	Live stock,	7,590
Railroad iron,	49,548	Lumber,	27,156
Other iron or castings,	120,169	Other articles,	28,454
Iron and other ores,	75,306		
Stone and lime,	8,798	Total,	996,087

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

Average rate per ton per mile, $\frac{679}{1000}$ cents.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	MILES.	AMOUNT.
October, 1887,	24,255	507,679	\$11,157 68
November, 1887,	23,468	529,914	10,795 17
December, 1887,	24,680	558,715	11,352 78
January, 1888,	22,176	506,450	10,201 31
February, 1888,	21,600	483,309	9,868 77
March, 1888,	21,012	480,287	9,665 66
April, 1888,	22,604	534,134	10,398 26
May, 1888,	27,213	634,976	12,560 40
June, 1888,	27,402	627,644	12,721 19
July, 1888,	25,407	544,554	13,227 64
August, 1888,	32,724	610,019	12,179 13
September, 1888,	37,343	1,042,903	17,647 96
Total,	309,884	7,090,581	\$141,775 95

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

Average rate per passenger per mile, 2 cents.

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	MILES.	AMOUNT.
October, 1887,	98,919	5,775,394	\$40,305 59
November, 1887,	93,626	5,379,172	39,132 43
December, 1887,	85,316	4,989,487	36,176 46
January, 1888,	63,440	3,632,324	21,608 00
February, 1888,	56,904	3,331,533	21,005 59
March, 1888,	58,098	3,525,196	28,283 49
April, 1888,	75,297	4,274,164	29,394 82
May, 1888,	12,958	5,120,934	33,781 27
June, 1888,	92,741	5,036,831	33,524 37
July, 1888,	82,268	4,104,523	25,937 91
August, 1888,	91,935	4,987,491	29,823 59
September, 1888,	105,185	5,635,864	33,899 55
Total,	996,087	55,792,913	\$378,872 98

EARNINGS FOR THE YEAR—CONTINUED.

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
October, 1887,	\$382 07	\$456 17	. . . . .	\$838 24
November, 1887,	382 07	405 61	. . . . .	787 68
December, 1887,	382 07	540 86	. . . . .	922 93
January, 1888,	355 34	399 04	. . . . .	754 38
February, 1888,	382 07	515 02	. . . . .	897 09
March, 1888,	366 87	355 88	. . . . .	722 75
April, 1888,	377 00	342 20	. . . . .	719 20
May, 1888,	377 00	510 94	. . . . .	887 94
June, 1888,	393 52	395 53	. . . . .	789 05
July, 1888,	377 00	471 21	. . . . .	848 21
August, 1888,	377 00	444 49	. . . . .	821 49
September, 1888,	272 00	459 67	. . . . .	731 67
Total,	\$4,424 01	\$5,296 62	. . . . .	\$9,720 63

RECAPITULATION.

Total passenger earnings for the year,	\$141,775 95
Total freight earnings for the year,	378,872 98
Total earnings from all other sources,	9,720 63
Total earnings for the year,	\$530,369 56

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$71,353 11
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EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

Agents and clerks,	\$14,184 19
Baggage masters, station, \$318.00; train, \$1,882.98; total,	2,200 98
Brakemen, tonnage, \$31,957.16; passengers, \$2,456.07; total,	34,413 23
Cleaning engines and ears,	14,593 78
Conductors, tonnage, \$15,329.42; passengers, \$4,366.50; total,	19,695 92
Dispatchers and yard masters,	2,348 20
Foreign agencies, eastern and western agencies,	6,899 89
Heating ears,	538 01
Heating stations,	141 11
Miscellaneous and construction, and Baltimore and Ohio express expenses,	4,402 81
Labor at depots,	6,333 57
Lighting ears,	222 71
Lighting stations,	297 71
Oil for locomotives, ears and signals,	8,864 98
Stationery, printing and advertising,	1,655 32
Superintendence,	2,173 29
Switchmen and yard crews,	9,669 85
Crossing flagmen,	1,378 40
Telegraph superintendents and operators,	5,779 01
Total,	\$135,792 96

MOTIVE POWER.

Enginemen and firemen, passenger, enginemen, \$6,962.51; firemen, \$3,133 57; total,	\$10,096 08
Enginemen and firemen, freight, enginemen, \$22,363.44; firemen, \$13,792 26; total,	36,155 70
Fuel for water stations,	15 49
Fuel for locomotives,	31,079 92

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

Pumping water,	2,622 90
Locomotives, repairs of,	59,200 18
Tools and machinery, repairs of,	32 43
Water, wood and coal stations, expenses and repairs of,	513 08
Total,	<u>\$139,715 78</u>

MAINTENANCE OF WAY.

Repairs of railway and joint fixtures, \$1,294.36; repairs of railway, \$5,481.90; repairs of railway and material ordinary repairs, \$6,851.01; total,	\$13,627 27
Bridges, repairs of,	37,542 31
Cross-ties, repairs of railway,	7,577 36
Rails, iron and steel, repairs of railway,	3,629 46
Snow and ice, removing,	35 90
Repairs of depots, shops and buildings, \$252.88; repairs of depot proper, \$820.18; total,	1,073 06
Telegraph, repairs of,	1,135 74
Watchmen, watching cuts, \$11,248.00; watching bridges, \$3,902.93; watching tunnel, \$4,186.00; total,	19,336 93
Total,	<u>\$83,958 03</u>

MAINTENANCE OF CARS.

Cars, repairs of freight,	\$56,863 18
Cars, repairs of passenger, baggage, express and postal,	28,833 30
Preparing fuel and filling tenders,	1,804 92
Laborers,	55,052 19
Total,	<u>\$142,553 59</u>

GENERAL EXPENSES.

General expenses,	\$10,736 23
Incidentals and legal expenses, legal expenses, \$3,128.31; less H. & G. rents, \$302.48; total,	2,825 83
Taxes on real estate,	4,885 92
Losses by accident,	1,546 43
Total,	<u>\$19,994 41</u>

EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$141,775 95
Freight transportation, local and through,	378,872 98
Mail service, \$4,424.01; express service, \$5,296.62; total,	9,720 63
Total,	<u>\$530,369 56</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$135,792 96
Motive power,	139,715 78
Maintenance of way,	83,958 03
Maintenance of cars,	142,553 59
General expenses,	19,994 41
Total operating expenses,	<u>\$522,014 77</u>
Expenditures charged to cost of road, real estate and equipment during the year,	71,353 11
Total expenditures during the year,	<u>\$593,367 88</u>

Operating expenses, 98.45 per cent. of earnings.

Net earnings,	<u>\$8,354 79</u>
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GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of road,	\$7,042.600 22
Due from other corporations, etc.,	4,040,779 02
	<u>\$11,083,379 24</u>

LIABILITIES.

Capital stock,	\$5,500,000 00
First mortgage northern division bonds,	500,000 00
First mortgage consolidated bonds,	5,000,000 00
Profit and loss, :	83,379 24
	<u>\$11,083,379 24</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: United States Express Company.

SLEEPING CARS.

Names of owners of parlor, sleeping or dining-room cars run on the road, the terms on which they are run, and the charges made in addition to the regular passenger rates : Pullman Car Company.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$4,424.01. See "Earnings from all other sources."

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	.	.	.	.	.	.
Employes,	5	6	3	1	8	7
Others, . . . . .	.	.	.	.	.	.
Total,	5	6	3	1	8	7

WILCOX RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
W. Hasell Wilson,	President,	Philadelphia, Pa.
J. S. Van Zandt,	Secretary and Treasurer, . . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
W. Hasell Wilson,	Philadelphia, Pa.	John P. Wetherill,	Philadelphia Pa.
J. N. DuBarry,	Philadelphia, Pa.	Wistar Morris,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.	N. Parker Shortridge, . . .	Wynnewood, Pa.
Henry D. Welsh,	Philadelphia, Pa.		

Date of annual meeting for election of directors, second Tuesday in February.

GENERAL INFORMATION.

Name of road : Wilcox Railroad.

By whom operated : Pennsylvania Railroad Company.

The general offices of the company are located at No. 233 South Fourth street, Philadelphia, Pa.

For information concerning this report, address J. S. Van Zandt, Secretary, 233 South Fourth street.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered June 16, 1885, as The Wilcox Railroad Company.

CAPITAL STOCK.

Amount authorized by law,	\$50,000 00
Amount authorized by votes of company,	50,000 00
Amount subscribed,	50,000 00
Amount now paid in, common,	25,000 00
Number of shares issued,	1,000
Amount paid in on each share,	25 00
Par value of each share,	50 00

COST.

Cost of roads owned to December 31, 1887,	\$25,000 00
Total cost of roads owned to date,	25,000 00
Average of same per mile of road laid,	5,000 00
Average of same per mile of single track,	5,000 00
Proportion of same for Pennsylvania, all,	

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Wilcox, Elk county, to Burning Well, McKean county,	5.26	5.26
Length of single main track,	5.26	5.26
SUMMARY.		
Length of main line,	5.26	5.26
Total length of all roads owned, leased and operated,	5.26	5.26
Length of sidings and other tracks not above enumerated, . . . . .	.33	.33
Length of all tracks,	5.59	5.59

GAUGE. -

Gauge of lines, 4 ft. 3 ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with iron rail on lines owned, leased or operated,	5.26	5.26

The Wilcox Railroad is operated by the Pennsylvania Railroad Company, under certain rules and regulations, as set forth in resolutions adopted by the Pennsylvania Railroad Company, the Philadelphia and Erie Railroad Company, and the Wilcox Railroad Company, respectively. No separate accounts thereof being kept, we are unable to report any details as to the operation of the road.

WILKES-BARRE AND HARVEY'S LAKE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Albert Lewis,	President,	Bear Creek, Pa.
George W. Shonk,	Secretary and Treasurer, . .	Wilkes-Barre, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Robert H. Sayre, . . .	South Bethlehem, Pa.	John B. Garrett,	Philadelphia, Pa.
William Stevenson, . . .	Sayre, Pa.	E. P. Wilbur,	South Bethlehem.
George W. Shonk,	Wilkes-Barro, Pa.	Vacancy.	
E. P. Darling,	Wilkes-Barre, Pa.		

GENERAL INFORMATION.

Name of road: Wilkes-Barre and Harvey's Lake Railroad.
By whom operated: Pennsylvania and New York Canal and Railroad Company.
By what authority: Stock ownership.
For information concerning this report, address John R. Fanshawe, Secretary, 228 South Third street, Philadelphia, Pa.

CAPITAL STOCK.

Amount authorized by law,	\$150,000 00
Amount authorized by votes of company,	150,000 00
Amount now paid in,	150,000 00
Number of shares issued,	3,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$54,721 35
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COST.

Total cost of roads owned to date, November 30, 1888,	\$207,135 67
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CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Luzerne to Harveys Lake,	12.29	12.29
Length of single main track,	12.29	12.29
SUMMARY.		
Length of main line,	12.29	12.29
Length of sidings and other tracks not above enumerated,	1.93	1.93
Length of all tracks,	14.22	14.22

GAUGE.

Gauge of lines, 4 ft. 8½ inches

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	12.68	12.68
Miles of track laid with iron rail on lines owned, leased or operated, .	1.54	1.54
	14.22	14.22

Weight of rail per yard. { Steel, 67 lbs.
 { Iron, 58 lbs.

TELEGRAPH LINES.

Length of lines in miles, 21: in Pennsylvania, 21
 Number of miles of wire, 21: in Pennsylvania, 21

BRIDGES AND TRETTLES.

Number of bridges and trestles on lines owned by the company, 9
 Wooden trestles, number of, 9; aggregate length, 951 feet

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth, 12
 Number of grade crossings at which there are neither gates nor flagmen, 12

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger and freight,	5	5
Number of engine houses and shops owned by the company,	1	1
Number of fuel and water stations on main line,	1	1

Material of foundation upon which track is laid: Oak and hemlock ties, gravel and cinder ballast.

EMPLOYEES.

Average number of persons regularly employed by company, including officials, 26
 Same in Pennsylvania, 26

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

December, 1887,	\$520 83
January, 1888,	382 51
February, 1888,	380 92
March, 1888,	507 62
April, 1888,	563 49
May, 1888,	690 85
June, 1888,	1,158 27
July, 1888,	2,092 94
August, 1888,	1,530 30
September, 1888,	1,220 58
October, 1888,	838 47
November, 1888,	583 51
Total,	<u>\$10,470 29</u>

FROM TRANSPORTATION OF FREIGHT.

December, 1887,	\$537 69
January, 1888,	529 45
February, 1888,	928 87
March, 1888,	507 75
April, 1888,	497 54
May, 1888,	785 23
June, 1888,	575 78
July, 1888,	726 56
August, 1888,	823 18
September, 1888,	785 09
October, 1888,	1,197 35
November, 1888,	922 81
Total,	<u>\$8,817 30</u>

FROM ALL OTHER SOURCES.

Mails,	\$439 96
Express,	1 39
Total,	<u>\$441 35</u>

RECAPITULATION.

Total passenger earnings for the year,	\$10,470 29
Total freight earnings for the year,	8,817 30
Total earnings from all other sources,	441 35
Total earnings for the year,	<u>\$19,728 94</u>

EARNINGS—SUMMARY.

Passenger transportation,	\$10,470 29
Freight transportation,	8,817 30
Mail and express service,	441 35
Total,	<u>\$19,728 94</u>

EXPENSES—SUMMARY.

Total operating expenses,	\$17,176 68
Net earnings,	<u>\$2,552 26</u>

WIKES BARRE AND SCRANTON RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. S. Harris,	President,	Philadelphia.
S. Shepherd,	Secretary and Treasurer, . .	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
F. C. Yarnall,	Overbrook.	E. Hill,	Philadelphia.
S. Shepherd,	Philadelphia.	C. F. Howell,	Philadelphia.
F. R. Cope,	Philadelphia.	W. A. Buchanan,	Philadelphia.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road : Wilkes-Barre and Scranton Railway.

By whom operated : The Central Railroad Company of New Jersey.

By what authority : Under lease.

The general offices of the company are located at 226 South Third street, Philadelphia.

For information concerning this report, address C. F. Howell, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Wilkes-Barre and Scranton Railway Company, chartered September 8, 1886 ; leased to the Lehigh Coal and Navigation Company May 1, 1888 ; lease transferred to the Central Railroad Company of New Jersey May 1, 1888.

CAPITAL STOCK.

Amount authorized by law,	\$500,000 00
Amount authorized by votes of company,	500,000 00
Amount subscribed,	500,000 00
Amount now paid in, common,	500,000 00
Number of shares issued,	10,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due May 1, 1938 ; bear interest at $4\frac{1}{2}$ per cent., which is payable semi-annually), amount,	\$500,000 00
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COST.

Total cost of roads owned to date,	\$696,469 77
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CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Scranton to Minooka Junction,	3.857	3.857
Length of single main track,	2.269	2.269
Length of second main track,	1.588	1.588
SUMMARY.		
Length of main line,	3.857	3.857
Length of second track,	1.588	1.588
Length of sidings and other tracks not above enumerated,	1.441	1.441
Length of all tracks,	6.886	6.886
TRACK.		
Miles of track laid with steel rail on lines owned, leased or operated, .	6.824	
Miles of track laid with iron rail on lines owned, leased or operated, .	.062	.062
Weight of rail per yard, { Steel,		70 lbs.
{ Iron,		60 lbs.

CROSSINGS.

Railroads crossing at grade, lines owned by the company in this Commonwealth: Delaware and Hudson Canal Company Railroad siding, at Minooka Junction; Delaware, Lackawanna and Western Railroad siding, at Steel Mill near Scranton.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Delaware, Lackawanna and Western Railroad, at Scranton (under grade); Delaware, Lackawanna and Western Branch Railroad, at 3 miles below Scranton (under grade).

Number of crossings of highways at grade, in this Commonwealth, .	4
Number of crossings of highways under railroad,	1
Number of crossings at which gates or flagmen are maintained, . .	2
Number of crossings at which there are neither gates nor flagmen, .	2

STATIONS.

Number of stations on main line, passenger and freight, 2; freight, 1,	3
Number of engine houses and shops owned by the company,	1
Number of fuel and water stations on main line,	1

EQUIPMENT.

Furnished by Central Railroad Company of New Jersey.

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of passengers carried one mile in Pennsylvania,	165,683
Number of tons of 2,000 pounds of through freight for the year on main road,	5,391
Number of tons of 2,000 pounds of local freight for the year,	5,455
Number of tons of freight carried one mile,	43,389
Number of tons of freight carried one mile in Pennsylvania,	43,389
Gross amount of tonnage for the year (2,000 pounds per ton),	10,846
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	25
Average rate of speed adopted by express trains, including stops (miles per hour),	30
Average rate of speed adopted by freight trains, including stops (miles per hour),	12

DOINGS OF THE YEAR—CONTINUED.

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Petroleum and other oils, . . .	75	Merchandise and manufactures, . . .	4,325
Pig iron,	2,094	Live stock,	65
Railroad iron,	114	Lumber,	950
Other iron or castings,	1,025	Other articles,	523
Iron and other ores,	48		
Stone and lime,	358	Total,	10,846
Agricultural products,	1,259		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, per ton per mile, . . . . .	.0181 cents.
For local freight, per ton per mile, . . . . .	.0315 cents.

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction account Wilkes-Barre and Scranton Railway,	\$696,469 77
Cash assets,	303,530 23
	<u>\$1,000,000 00</u>

LIABILITIES.

Capital stock,	\$500,000 00
First mortgage $4\frac{1}{2}$ per cent. bonds,	500,000 00
	<u>\$1,000,000 00</u>

WILKES-BARRE AND WESTERN RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
R. T. McCabe,	President,	Philadelphia, Pa.
Francis W. Kennedy,	Vice President,	Philadelphia, Pa.
S. H. Hicks,	Secretary,	Philadelphia, Pa.
Morris Liveright,	Treasurer,	Philadelphia, Pa.
J. Howard Gendell,	Solicitor,	Philadelphia, Pa.
William Field Shay,	Solicitor,	Watsontown, Pa.
S. H. Hicks,	Superintendent,	Watsontown, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
R. T. McCabe,	Philadelphia, Pa.	W. C. De Armond,	Philadelphia, Pa.
Francis W. Kennedy,	Philadelphia, Pa.	Jacob Gump,	Baltimore, Md.
Morris Liveright,	Philadelphia, Pa.	W. R. Heath,	Utica, N. Y.
Simon Pfariczner,	Philadelphia, Pa.	S. H. Hicks,	Watsontown, Pa.
Max. Bamberger,	Philadelphia, Pa.		

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Name of road: Wilkes-Barre and Western Railway.

By whom operated: Wilkes-Barre and Western Railway Company.

The general offices of the company are located at Philadelphia, Pa.

For information concerning this report, address R. T. McCabe, president, Philadelphia or S. H. Hicks, superintendent, Watsontown, Pa.

How are the passenger cars on your road heated, lighted and ventilated: Stoves, and windows.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered June 22, 1886. Road opened December 13, 1886. Extended to Millville, a distance of twenty-two miles, April 7, 1887.

The Milton and North Mountain Railroad Company, chartered November, 1885, and the Millville and North Mountain Railroad Company, chartered January, 1886, were merged into the Wilkes-Barre and Western Railway Company, December 25, 1886.

Projected road extends from Watsontown to Shickshinny, Pa., a distance of forty-six miles.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount authorized by votes of company,	1,000,000 00
Amount subscribed,	1,000,000 00
Amount now paid in, common,	455,000 00
Number of shares issued,	9,102
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Three hundred and ninety-six bonds (due July 1, 1926, bear interest at 5 per cent., which is payable semi-annually), amount, \$396,000 00

UNFUNDED DEBT.

Unfunded debt, 11,000 00

COST.

Total cost of roads owned to date, \$851,100 00

Total cost of equipment owned, 11,000 00

Average cost of equipment per mile of road owned by the company, 500 00

Proportion of same for Pennsylvania, 500 00

CHARACTERISTICS OF ROAD.

MAIN LINE.

Length of main line from Watsonstown to Millville, 22.1 miles.

SUMMARY.

Length of main line, 22.1 miles.

Length of operated roads, 22.1 miles.

Length of sidings and other tracks not above enumerated, 1.7 miles.

GAUGE.

Gauge of lines, 4 ft. 9 ins.

TRACK.

Miles of track laid with steel rail on lines owned, leased or operated, 23.8 miles.

Weight of rail per yard, steel, 63 lbs.

TELEGRAPH LINES.

Length of lines in miles, 22

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, 30

Wooden bridges, length, 1,083 feet.

CROSSINGS.

Number of crossings of highways at grade, in this Commonwealth, 22

STATIONS.

Number of stations on main line, passenger, 11

Number of engine houses and shops owned by the company, 1

Number of fuel and water stations on main line, 4

Number of tunnels on all lines owned by the company, 1

Aggregate length of tunnels, 150 feet.

Material of foundation upon which track is laid : Gravel.

EQUIPMENT.

Locomotives, 2

Passenger cars, first-class, 1

Passenger cars second-class, 2

Freight cars, 8-wheel, 10

Cars, roadway department, 4-wheel, 10

Hand cars and hand trucks, 3

Train brake in use : Hand and air.

Average number of cars in passenger trains, including mail, express and baggage cars, 2

Average number of cars in freight trains, 4

CHARACTERISTICS OF ROAD—CONTINUED.

EMPLOYES.

Average number of persons regularly employed by the company, including officials,	20
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DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger and freight trains,	29,000
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	15

RECAPITULATION.

Total passenger earnings for the year,	\$6,719 49
Total freight earnings for the year,	8,444 36
Total earnings for the year,	\$15,163 85

EARNINGS—SUMMARY.

Passenger transportation, local,	\$6,719 49
Freight transportation, local,	8,444 36
Total,	\$15,163 85

EXPENSES—SUMMARY.

Conducting transportation,	\$5,775 96
Motive power,	4,966 16
Maintenance of way,	1,200 00
Total operating expenses,	\$11,942 12
Net earnings,	\$3,221 73

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams express; 15 cents per hundred weight, through, and 25 cents per hundred weight, local.

TRANSPORTATION COMPANIES.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? Our own and cars of connecting lines. No preference.

WILMINGTON AND NORTHERN RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Col. H. A. DuPont,	President,	Near Wilmington, Del.
E. B. Shurter,	Secretary,	Wilmington, Del.
A. G. McCausland,	Treasurer,	Wilmington, Del.
T. B. Townsend,	Auditor,	Wilmington, Del.
F. L. Hills,	Chief Engineer,	Near Wilmington, Del.
A. G. McCausland,	Superintendent,	Wilmington, Del.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Col. H. A. DuPont, . . .	Near Wilmington.	John S. Gerhard,	Philadelphia, Pa.
George Brooke, . . .	Birdsboro', Pa.	William DuPont,	Wilmington, Del.
Dr. Charles Huston, . . .	Coatesville, Pa.	L. Hceber Smith,	Joanna, Pa.
A. L. Foster,	Near Wilmington.		

Date of annual meeting for election of directors, first Monday in May.

GENERAL INFORMATION.

Name of road : The Wilmington and Northern Railroad.

By whom operated : The Wilmington and Northern Railroad Company.

By what authority : Owner.

With what other companies consolidated: The Wilmington and Northern Railroad Company, of Pennsylvania, was merged with the Wilmington and Northern Railroad Company, of Delaware.

Date of consolidation : March 28, 1877.

The general offices of the company are located at Wilmington, Del.

For information concerning this report, address A. G. McCausland, Treasurer.

How are the passenger cars on your road heated, lighted and ventilated? Heated with Spears' improved car heaters; lighted with latest improved lamps; ventilated with ventilators in roof and ends.

CAPITAL STOCK.

Amount authorized by law,	\$1,500,000 00
Amount authorized by the votes of company,	1,278,050 00
Amount now paid in, common,	1,278,050 00
Number of shares issued,	25,561
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Registered \$500 bonds (due December 1, 1927; bear interest at 5 per cent., which is payable June 1 and December 1), amount,	\$500,000 00
Total amount of funded and unfunded debt,	500,000 00
Funded debt as per last report,	\$231,900 00
Unfunded debt as per last report,	56,000 00
Total cash realized from capital stock and debt,	\$1,778,050 00

Cost of roads owned to December 31, 1887,	\$1,735,966 36
Cost of additions for the year ending December 31, 1888,	101,757 72
Total cost of roads owned to date,	1,837,724 08
Average of same per mile of road laid,	20,833 51
Proportion of same for Pennsylvania,	1,266,103 50
Cost of equipment owned to December 31, 1887,	241,275 48
Cost of equipment additions for the year ending December 31, 1888,	28,580 96
Total cost of equipment owned,	269,856 44
Average cost of equipment per mile of road owned by the company,	3,059 25
Average cost of equipment per mile of road operated by company,	3,059 25
Proportion of same for Pennsylvania,	197,015 70
Cost of road and equipment per mile (of road owned by company)	23,892 76
Proportion of same for Pennsylvania,	1,463,119 20
Total cost of roads and equipment,	2,107,580 52
Proportion of same for Pennsylvania,	1,463,119 20

		MILES.	
		Whole length.	Length in Penn'a.
MAIN LINE.			
Length of main line from Wilmington, Del., to High's Junction, Pa.,		71.50	58.50
Length of single main track,		71.50	58.50
BRANCHES.			
French Creek branch, from Springfield, Pa., to St. Peter's, Pa.,	Length of road,	5.90	5.90
	Length of single track,	5.90	5.96
Rockland branch, from DuPont, Del., to Rockland, Del.,	Length of road,	1.00	1.00
	Length of single track,	1.00	1.00
Kentmere branch, from junction with main line near Silverbrook, Del., to Kentmere, Del. including spur to Hagley station, .	Length of road,	2.77	2.77
	Length of single track,	2.77	2.77
Delaware River Extension branch, from junction with main line near Wilmington, Del., to Delaware river, Del.,	Length of road,	3.50	3.50
	Length of single track,	3.50	3.50
Christiana avenue branch, from junction with Delaware river extension to Third street bridge, Wilmington.	Length of road,	1.87	1.87
	Length of single track,	1.87	1.87
South Walnut street branch, from junction with Delaware river extension to Market street bridge, Wilmington.	Length of road,	1.07	1.07
	Length of single track,	1.07	1.07
Wharf branch, from junction with main line near Cedar street, Wilmington, to Christiana creek, including spur to Delaware Mills,	Length of road,60	.60
	Length of single track,60	.60
		88.21	64.40
SUMMARY.			
Length of main line,		71.50	58.50
Length of branches owned by the company,		16.71	5.90
Length of operated roads,		2.42	2.42
Total length of all roads owned, leased and operated,		90.63	66.82
Length of sidings and other tracks not above enumerated,		21.72	14.43
Length of all tracks,		112.35	81.25

	GAUGE.	
Gauge of lines,		4 ft. 8 $\frac{3}{4}$ ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated,	75.39	57.60
Miles of track laid with iron rail on lines owned, leased or operated, .	36.96	23.65

Weight of rail per yard,	{ Steel,	56, 55 and 50 lbs.
	{ Iron,	56 and 50 lbs.

CHARACTERISTICS OF ROAD—CONTINUED.

TELEGRAPH LINES.

Length of lines in miles, 79.8; in Pennsylvania,	66.2
Number of miles of wire, 142.8; in Pennsylvania,	115.6

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	68
Wooden bridges, number of, 23; aggregate length,	3,141 feet.
Iron bridges, number of, 11; aggregate length,	962 feet.
Wooden trestles, number of, 34; aggregate length,	5,478 feet.
Total length of bridges and trestles,	9,581 feet.

CROSSINGS.

Railroads crossing, at grade, lines owned by the company in this Commonwealth: Philadelphia and Baltimore Central Division Philadelphia, Wilmington and Baltimore Railroad, at Chadd's Ford Junction, Pa.; East Brandywine and Waynesburg Railroad, a branch of the Pennsylvania Railroad, at Waynesburg Junction, Pa.; Schuylkill Valley Division of the Pennsylvania Railroad, at Birdsboro', Pa.

Railroads crossing lines owned by the company either over or under grade, in this Commonwealth: Pennsylvania Railroad, at Coatesville, Pa.; Schuylkill Division of the Pennsylvania Railroad, at Ridgewood, Pa.

Number of crossings of highways at grade, in this Commonwealth,	72
Number of crossings of highways over railroad,	4
Number of crossings of highways under railroad,	7
Number of crossings at which gates or flagmen are maintained,	3
Number of crossings at which there are neither gates nor flagmen,	69

Statement of regulations governing employes in regard to these crossings: (Where flagmen are maintained.) Flagmen must signal all persons and teams to stop until trains, which are about to pass, have crossed the highway.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 34; freight, 2,	36	28
Number of stations on branches, passenger,	3	2
Number of engine houses and shops owned by the company,	7	4
Number of fuel and water stations on main line,	12	10
Number of fuel and water stations on branches,	2	1
Value of real estate held by the company, exclusive of roadway,	\$47,749 97	

Material of foundation upon which track is laid: Wooden cross-ties, stone, cinder and gravel ballast.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives,	20	\$5,532 28
Passenger cars, first-class,	14	2,991 60
Passenger cars, second class,	2	1,000 00
Total passenger cars,	16	2,742 64
Baggage, mail and express cars,	10	1,377 21
Freight cars, 8-wheel,	186	346 50
Freight cars, 4-wheel,	10	180 00
Total freight cars,	196	338 00
Cars, roadway department, 8-wheel,	17	214 70

Train brake in use: Westinghouse on passenger trains; hand on freight trains.

CHARACTERISTICS OF ROAD—CONTINUED.

Average number of cars in passenger trains, including mail, express and baggage cars,	3
Average number of cars in freight trains,	20
Average weight of passenger trains, including locomotive and tender, in working order, in tons,	83
Average weight of freight trains, including locomotive and tender, in working order, in tons,	640

EMPLOYEES.

Average number of persons regularly employed by company, including officials,	458
Same in Pennsylvania,	216

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	204,535
Number of miles run by freight and coal trains,	344,795
Total number of miles run,	549,330
Number of passengers carried one mile in Pennsylvania,	2,772,646
Number of tons of 2,000 pounds of through freight for the year on main road,	180,610
Number of tons of 2,000 pounds of local freight for the year,	496,688
Number of tons of freight carried one mile,	19,377,122
Number of tons of freight carried one mile in Pennsylvania,	16,301,192
Gross amount of tonnage for the year (2,000 pounds per ton),	677,298

THE AMOUNT OF FREIGHT, IN TONS OF 2,000 POUNDS.

Anthracite coal and Bituminous coal and coke,	189,433	Agricultural products,	10,230
Pig iron,	51,984	Merchandise and manufactures,	108,964
Other iron or castings,	99,014	Lumber,	22,700
Iron and other ores,	85,713	Total,	677,298
Stone and lime,	109,260		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, per ton per mile,	1 $\frac{1}{4}$ cents.
For through coal, per ton per mile,	1 $\frac{1}{8}$ cents.
For local freight, per ton per mile,	3 cents.
For local coal, per ton per mile,	2 $\frac{1}{4}$ cents.

EARNINGS FOR THE YEAR.
FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1888.	131	9,432	\$197 75	18,277	153,530	\$3,586 44	18,408	162,962	\$3,784 19
February, 1888.	171	12,312	248 60	18,427	157,149	3,661 13	18,598	169,461	3,909 73
March, 1888.	146	10,512	220 50	20,825	234,738	4,750 51	20,971	245,250	4,971 01
April, 1888.	131	9,432	191 45	20,916	201,973	4,666 28	21,077	241,405	4,860 73
May, 1888.	175	12,600	262 50	22,444	266,992	5,412 12	22,619	279,592	5,674 62
June, 1888.	961	72,837	712 50	26,995	291,831	5,745 29	27,956	364,668	6,457 79
July, 1888.	818	57,896	645 00	34,343	412,391	7,099 35	35,161	470,287	8,344 35
August, 1888.	811	58,392	547 50	50,740	707,565	11,468 24	51,551	765,957	12,015 74
September, 1888.	1,198	85,314	926 17	39,270	317,898	5,765 28	25,708	403,212	6,691 45
October, 1888.	613	44,136	516 75	23,270	397,508	6,374 01	39,883	441,644	6,920 76
November, 1888.	151	10,872	216 50	23,770	224,071	4,700 07	23,921	491,657	5,297 46
December, 1888.	144	10,368	214 00	22,631	227,799	5,083 46	22,775	238,167	5,297 46
Total,	5,450	394,103	\$4,932 22	323,178	3,593,418	\$68,912 18	328,628	3,987,551	\$73,844 40

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTALS.		
	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.	Tons.	Miles.	Amount.
January, 1888.	7,225	456,132	\$4,453 58	38,573	662,093	\$12,050 50	45,798	1,118,225	\$16,504 08
February, 1888.	9,164	581,640	5,854 65	37,788	800,956	14,092 92	46,952	1,382,596	19,947 57
March, 1888.	14,730	924,316	10,810 83	32,253	567,419	11,373 38	46,983	1,491,765	22,184 21
April, 1888.	13,973	862,124	9,863 42	36,549	686,210	14,152 91	50,522	1,528,351	24,016 33
May, 1888.	13,497	841,511	9,293 15	42,774	696,070	15,205 61	56,271	1,537,581	24,948 76
June, 1888.	17,883	1,112,871	12,828 38	40,896	678,800	14,282 52	58,779	1,791,671	27,110 90
July, 1888.	12,866	813,256	9,063 11	46,123	576,991	15,198 88	58,989	1,390,247	24,261 99
August, 1888.	21,089	1,314,607	13,718 59	46,279	767,357	17,374 27	67,368	2,081,964	31,092 86
September, 1888.	16,319	1,023,592	14,291 36	47,488	817,568	16,298 32	63,807	1,841,160	27,499 68
October, 1888.	19,560	1,241,217	13,420 91	46,720	744,800	15,881 21	66,280	1,986,017	29,308 12
November, 1888.	16,591	1,037,132	10,155 09	44,495	698,156	14,760 86	61,086	1,735,588	24,915 95
December, 1888.	17,713	1,196,512	10,846 53	36,750	385,462	12,718 99	54,463	1,491,974	23,565 52
Total,	180,610	11,314,910	\$121,515 60	496,688	8,062,212	\$173,390 37	677,298	19,377,122	\$294,905 97

EARNINGS FOR THE YEAR—CONTINUED.
FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLA- NEOUS.	TOTAL.
January, 1888,		\$38 17	\$516 25	\$554 42
February, 1888,	\$11 55	53 90	395 00	460 45
March, 1888,	860 56	81 39	454 39	1,396 34
April, 1888,		134 93	473 80	608 73
May, 1888,		166 23	697 63	863 86
June, 1888,	889 43	221 16	639 45	1,750 04
July, 1888,		172 72	696 74	869 46
August, 1888,		246 42	686 36	932 78
September, 1888,	889 43	178 56	561 08	1,629 07
October, 1888,		150 05	525 63	675 68
November, 1888,		114 08	534 60	648 68
December, 1888,	1,058 08	119 06	535 17	1,712 31
Total,	\$3,709 05	\$1,676 67	\$6,716 10	\$12,101 82

RECAPITULATION.

Total passenger earnings for the year,	\$73,844 40
Total freight earnings for the year,	294,905 97
Total earnings from all other sources,	12,101 82

Total earnings for the year, \$380,852 19

Total receipts from all sources on whole length of line,	\$380,852 19
Proportion of earnings in Pennsylvania to earnings of whole line,	278,051 03

**EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.**

Extension or alteration of road,	\$72,801 75
Land or land damages,	4,465 43
Depots and buildings,	18,450 26
New locomotives, number 1,	8,375 00
New passenger cars, number 1,	2,382 32
New baggage, mail and express cars, number 1,	872 15
New freight cars (8-wheel), number 43,	18,847 84
New equipment, office and station furniture,	727 64
Any other expenditures chargeable to this account,	3,416 29

Total,	\$130,338 68
Proportion for Pennsylvania,	102,554 72

EXPENDITURES FOR OPERATING DURING THE YEAR.

CONDUCTING TRANSPORTATION.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Agents,	\$2,974 01	\$11,187 95	\$14,161 96
Brakemen,	3,398 92	16,322 84	19,721 76
Cars, cleaning and inspecting,	662 43	2,491 97	3,154 40
Conductors and train agents,	3,748 50	9,716 00	13,464 50
Crossing supplies,	2 61	9 82	12 43
Dispatchers,	652 18	4,753 48	5,405 66
Heating cars and stations,	474 00	126 00	600 00
Incidentals,	293 92	1,105 72	1,399 64
Labor at stations,	702 65	2,643 28	3,345 93
Mail expenses,	434 75		434 75
Rent of tracks,	1,211 61	4,557 98	5,769 59
Station and lot rents,	290 01	1,090 99	1,381 00
Telephone rent,	172 28	648 12	820 40
Telegraph expenses,	777 53	2,972 60	3,750 13
Train supplies,	438 36	690 74	1,129 10
Watchmen, crossing,	615 00	2,313 56	2,928 56
Watching draw bridge,	97 92	368 35	466 27
Wharves and landings, watching,	15 96	60 04	76 00
Wrecks, clearing,		1,956 82	1,956 82
Total,	\$16,962 64	\$63,016 26	\$79,978 90

EXPENDITURES FOR OPERATING DURING THE YEAR—CONTINUED.

MOTIVE POWER.

HEADS OF ACCOUNTS.	PASSENGERS.	FREIGHT.	TOTAL.
Enginemen and firemen, passenger,	\$7,399 59		\$7,399 59
Enginemen and firemen, freight,		\$17,525 35	17,525 35
Fuel for shops,	253 95	955 34	1,209 29
Fuel for locomotives,	16,610 61	34,165 95	50,776 56
Miscellaneous shop work,	436 00	1,592 61	2,028 61
Coal heavers,	328 81	1,236 95	1,565 76
Locomotives, repairs of,	4,266 53	16,050 28	20,316 81
Oil for locomotives, including tallow and waste,	831 82	1,622 91	2,454 73
Tools and machinery, repairs of,	345 38	1,299 29	1,644 67
Watchmen and wipers,	840 74	3,162 79	4,003 53
Total,	\$31,313 43	\$77,611 47	\$108,924 90
MAINTENANCE OF WAY.			
Ballast,	\$372 60	\$1,401 71	\$1,774 31
Bridges, repairs of,	1,694 44	6,374 32	8,068 76
Ditching,	460 23	1,731 33	2,191 56
Repairs of culverts and trestles,	238 87	898 62	1,137 49
Cross-ties,	803 38	3,022 26	3,825 64
Expenses on property,	781 59	2,940 26	3,721 85
Frogs,	174 52	656 55	831 07
Incidentals,	300 26	1,129 53	1,429 79
Oil, tallow, waste, etc.,	10 23	38 51	48 74
Repairs of water stations and turn-tables,	93 38	351 31	444 69
Rails, steel,	3,389 64	12,751 50	16,141 14
Road-bed, repairs of, labor and material,	2,531 90	9,524 78	12,056 68
Snow and ice, removing,	366 70	1,379 51	1,746 21
Spikes,	728 00	2,738 67	3,466 67
Splices,	278 33	1,047 05	1,325 38
Repairs of road crossings,	57 12	214 90	272 02
Repairs of fences,	112 24	422 22	534 46
Switches,	110 63	416 17	526 80
Dredging and repairing wharfs,	119 32	448 87	568 19
Telegraph, repairs of,	190 14	715 27	905 41
Tools and repairs of tools and stationary machinery,	161 10	606 05	767 15
Repairing company sidings,	552 46	2,078 29	2,630 75
Watchmen,	371 70	1,398 29	1,769 99
Total,	\$13,898 78	\$52,285 97	\$66,184 75
MAINTENANCE OF CARS.			
Cars, repairs of freight,		\$12,168 47	\$12,168 47
Cars, repairs of passenger, baggage, express and postal,	\$7,462 69		7,462 69
Repairs of air brake equipment,	65 97		65 97
Total,	\$7,528 66	\$12,168 47	\$19,697 13
GENERAL EXPENSES.			
Advertising, printing and stationery,	\$1,209 88	\$4,551 44	\$5,761 32
Clerks,	1,254 31	4,718 59	5,972 90
Incidentals, legal expenses and insurance,	1,841 20	6,926 42	8,767 62
Office expenses, repairs and furniture,	302 46	1,137 81	1,440 27
Salaries of president and other officers,	2,138 47	8,044 71	10,183 18
Car service,	86 69	14,206 67	14,293 36
Interest,	389 58	1,465 58	1,855 16
Loss and damage,		55 66	55 66
Taxes,	1,309 87	4,927 59	6,237 46
Total,	\$8,532 46	\$46,034 47	\$54,566 93

EARNINGS—SUMMARY.

Passenger transportation, local, \$68,912.18; through, \$4,932.22; total,	\$73,844 40
Freight transportation, local, \$173,390.37; through, \$121,515.60; total,	294,905 97
Mail service, \$3,709.05; express service, \$1,676.67; total,	5,385 72
Miscellaneous,	6,716 10
Total,	\$380,852 19

EXPENSES—SUMMARY.

	PASSENGERS.	FREIGHT.	TOTAL.
Conducting transportation,	\$16,962 64	\$63,016 26	\$79,978 90
Motive power,	31,313 43	77,611 47	108,924 90
Maintenance of way,	13,898 78	52,285 97	66,184 75
Maintenance of cars,	7,528 66	12,168 47	19,697 13
General expenses,	8,532 46	46,034 47	54,566 93
Total operating expenses,			\$329,352 61
Expenditures charged to cost of road, real estate and equipment during the year,			130,338 68
Total expenditures during the year,			\$459,691 29

Operating expenses, 86.48 per cent. of earnings.

Earnings per mile of road operated,	\$4,317 56
Expenses per mile of road operated, exclusive of taxes,	3,663 .02
Net earnings,	51,499 58

GENERAL BALANCE SHEET, 1888.

ASSETS.

Railroad—Main line,	\$1,334,078 38
Wharf Branch,	21,473 59
Delaware River Extension Branch,	102,894 65
South Walnut Street Branch,	15,292 19
Christiana Avenue Branch,	23,518 98
Kentmere Branch,	116,843 98
Rockland Branch,	22,840 47
French Creek Branch,	56,698 25
Equipment of rolling stock,	248,884 26
Equipment of office and station furniture,	4,972 91
Real estate,	47,749 97
Depots and buildings,	74,554 38
Engine houses and turn-tables,	9,995 39
Stationary machinery,	5,549 79
Telegraph line,	5,489 08
Water stations,	6,294 77
Materials,	52,720 41
Tools,	10,449 48
Cash,	1,227 36
Due from station agents,	\$53,076 27
Due from United States mail,	974 43
Due from sundry railroad companies,	7,662 12
Bills receivable,	76,000 00
Accounts receivable,	12,781 47
	150,494 29
Total,	\$2,312,022 58

LIABILITIES.

Capital stock,	\$1,278,050 00
Five per cent mortgage bonds,	500,000 00
Profit and loss,	443,302 41
Due vouchers,	\$64,225 88
Due sundry railroad companies,	25,694 41
Accounts payable,	749 88
	90,670 17
Total,	\$2,312,022 58

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: United States Express Company, lessee of Baltimore and Ohio Express Company.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails, and the terms of service: \$3,709.05; one trip per day (Sundays excepted), from Wilmington, Del., to Reading, Pa., and from Springfield, Pa., to St. Peters, Pa., and return.

STOCK AND DIVIDENDS.

Surplus invested as follows: *

Cash and loans,	\$77,227 36
Balance of accounts due company,	74,494 29
Material, fuel and stores,	52,720 41
Other items,	10,449 48

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	.....	2	.....	1	.....	3
Employes, . . . . .	.....	6	.....	4	.....	10
Others,	1	.....	.....	.....	1	.....
Total,	1	8	.....	5	1	13

WILLIAMSPORT AND CLEARFIELD RAILROAD COMPANY.

HON. THOMAS J. STEWART,

Secretary of Internal Affairs, Harrisburg, Pa.:

The Williamsport and Clearfield Railroad Company reports that no work has been done on the road since the last annual report of that company; that no bonds or stock have been issued since said report; that the road is in precisely the same condition it was at the time the last annual report was made. The road is not completed and has done no business whatsoever.

CHARLES D. INGERSOLL,
Secretary.

Dated March 25, 1889.

WILLIAMSPORT AND NORTH BRANCH RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

DIRECTORS.

NAMES.	OFFICES.	RESIDENCES.
George L. Sanderson,	President,	Williamsport, Pa.
Elias Deemer,	Secretary,	Williamsport, Pa.
James S. Lawson,	Treasurer,	Williamsport, Pa.
Samuel D. Townsend,	Auditor,	Hughesville, Pa.
Benjamin G. Welch,	General Manager,	Hughesville, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Sidney F. Tyler,	Philadelphia, Pa.	Wm. J. Paul,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.	Thomas B. Reeves,	Philadelphia, Pa.
Wm. L. Elkins,	Philadelphia, Pa.	John H. Dye,	Philadelphia, Pa.

Date of annual meeting for election of directors, third Wednesday in May.

GENERAL INFORMATION.

Name of road: Williamsport and North Branch Railroad.

By whom operated: Williamsport and North Branch Railroad Company.

By what authority: Williamsport and North Branch Railroad Company.

The general offices of the company are located at Hughesville, Lycoming county, Pa.

For information concerning this report, address Benjamin G. Welch, Hughesville, Pa.

How are the passenger ears on your road heated, lighted and ventilated: Stoves and lamps.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered as Muncy Creek Railroad May 21, 1864. Road opened from Hall's Station to Hughesville, 6.5 miles, in September 1871. Placed in the hands of a receiver January 27, 1881. On the 9th of August, 1882, the road was sold by the trustees of the mortgage and purchased by the bond holders, who reorganized the company under its present title, September 1, 1882. The new company in 1884 extended the line from Hughesville to Glen Maur, 8 miles; in 1885, from Glen Maur to Jonestown, 8 miles; in October, 1886, from Jonestown to Nordmont, 6 miles, and in March, 1887, an additional 3 miles was under construction. On its completion to Bernice this road will connect with the State Line and Sullivan Railroad.

CAPITAL STOCK.

Amount authorized by law, with power to increase,	\$50,000 00
Amount authorized by votes of company,	1,000,000 00
Amount now paid in, common, \$521,700.00; special or preferred, \$200,- 000.00; total,	721,700 00
Number of shares issued,	14,434
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due November 1, 1912; bear interest at 6 per cent., which is payable November and May), amount, \$390,000 00

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Hall's, Pa., to Bernice, Pa. . . . .	.43	.43
SUMMARY.		
Length of main line, in operation, . . . . .	.27	.27

GAUGE.

Gauge of lines, 4 ft. 8½ ins.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	.27	.27
Weight of rail per yard, steel,		56 lbs.

BRIDGES AND TRESTLES.

Wooden bridges, number of, 15; aggregate length, 370 feet
 Iron bridges, number of, 6; aggregate length, 192 feet
 Total length of bridges and trestles, 562 feet

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line,	7	7
Number of engine houses and shops owned by the company,	4	4
Number of fuel and water stations on main line,	2	2
Value of real estate held by the company exclusive of roadway, . . .	\$22,707 10	\$22,707 10

EQUIPMENT.

Locomotives, 4
 Passenger cars, first-class, 8
 Baggage, mail and express cars, 1
 Hand cars and hand trucks, 10

Train brake in use: Hand and Westinghouse.

EMPLOYES.

Average number of persons regularly employed by company, including officials, 56

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains, 31,824
 Number of miles run by freight and mixed trains, 20,028
 Total number of miles run, 51,852
 Number of passengers carried one mile in Pennsylvania, 495,380
 Gross amount of tonnage for the year (2,000 pounds per ton, 53,318

CHARACTERISTICS OF ROAD—CONTINUED.

TRE AMOUNT OF FREIGHT IN TONS OF 2,000 POUNDS.

Anthracite coal,	3,301	Lumber,	32,407
Bituminous coal and coke, . .	1,811	Other articles,	698
Stone and lime,	664		
Merchandise and manufactures, .	14,437	Total,	53,318

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	AMOUNT.
January, 1888,	1,952	\$682 54
February, 1888,	2,159	717 80
March, 1888,	3,184	955 66
April, 1888,	3,167	1,060 91
May, 1888,	2,925	1,047 23
June, 1888,	4,076	1,478 91
July, 1888,	9,459	2,513 24
August, 1888,	7,700	2,474 07
September, 1888,	3,362	1,123 37
October, 1888,	4,332	1,275 68
November, 1888,	4,394	1,220 77
December, 1888,	4,458	1,167 47
Total,	51,168	\$15,727 58

FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	AMOUNT.
January, 1888,	2,964	\$2,295 62
February, 1888,	2,572	2,027 53
March, 1888,	3,009	2,705 65
April, 1888,	4,943	4,348 43
May, 1888,	6,044	4,927 72
June, 1888,	6,328	4,842 10
July, 1888,	5,002	3,405 38
August, 1888,	5,931	4,373 78
September, 1888,	5,159	4,062 05
October, 1888,	4,455	3,546 98
November, 1888,	3,703	3,076 45
December, 1888,	3,308	2,818 85
Total	53,318	\$42,430 54

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTAL.
January, 1888,	\$301 88	\$74 12	\$36 40	\$412 40
February, 1888,		70 72	41 06	111 78
March, 1888,		81 33	39 63	120 96
April, 1888,	301 88	84 43	46 02	432 33
May, 1888,		97 05	52 37	149 42
June, 1888,		120 68	74 01	194 69
July, 1888,	301 88	133 05	135 63	570 56
August, 1888,		136 04	119 60	255 64
September, 1888,		91 97	76 40	168 37
October, 1888,	301 88	89 41	49 90	441 19
November, 1888,		77 39	42 11	119 50
December, 1888,		98 87	39 22	138 09
Total,	\$1,207 52	\$1,155 06	\$752 35	\$3,114 93

EARNINGS FOR THE YEAR—CONTINUED.

RECAPITULATION.

Total passenger earnings for the year,	\$15,727 58
Total freight earnings for the year,	42,430 54
Total earnings from all other sources,	3,114 93
Total earnings for the year,	<u>\$61,273 05</u>

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT
DURING THE YEAR.

Total,	<u>\$4,626 43</u>
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EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$15,727 58
Freight transportation, local and through,	42,430 54
Mail service, \$1,207.52; express service, \$1,155.06; total,	2,362 58
Miscellaneous,	752 35
Total,	<u>\$61,273 05</u>

EXPENSES—SUMMARY.

Conducting transportation,	\$9,964 55
Motive power,	7,137 81
Maintenance of way,	11,122 11
Maintenance of cars,	1,080 35
General expenses,	7,846 18
Total operating expenses,	<u>\$37,151 00</u>
Expenditures charged to cost of road, real estate and equipment during the year,	4,626 43
Total expenditures during the year,	<u>\$41,777 43</u>

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express Company, paying a percentage of gross earnings.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service: The compensation, under present adjustment of mileage, \$1,207.53 per annum.

STOCK AND DIVIDENDS.

Paid to sinking fund,	<u>\$4,000 00</u>
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ACCIDENTS TO PERSONS.

Employés injured, from their own misconduct or carelessness, . . .	<u>1</u>
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WIND GAP AND DELAWARE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
F. C. Yarnall,	President,	Overbrook, Pa.
S. Shepherd,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. S. Harris,	Philadelphia, Pa.	C. F. Howell,	Philadelphia, Pa.
Edward Lewis,	Philadelphia, Pa.	E. W. Clark, Jr.,	Philadelphia, Pa.
E. Hill,	Philadelphia, Pa.		

GENERAL INFORMATION.

Name of road : Wind Gap and Delaware Railroad.

By whom operated : Operated in connection with the Lehigh and Lackawanna Railroad.

The general offices of the company are located at Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Wind Gap and Delaware Railroad Company was chartered November 24, 1880.

CAPITAL STOCK.

Amount authorized by law,	\$300,000 00
Amount subscribed,	100,000 00
Amount now paid in, common,	50,000 00
Number of shares issued,	2,000
Amount paid in on each share,	25 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Total amount of unfunded debt,	\$107,542 17
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COST.

Cost of roads owned to December 31, 1887,	\$157,542 17
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DETAILS OF IMPORTANT CHANGES DURING THE YEAR.

The Wind Gap and Delaware railroad is operated in connection with the Lehigh and Lackawanna railroad. All returns not answered in this report are included in the report of that company.

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pen Argyl to Stroudsburg,	17.00	17.00
Length of single main track laid,	10.00	10.00
BRANCHES.		
Bangor branch, from Pen Argyl to Bangor, length of road,	5.00	5.00
SUMMARY.		
Length of main line,	17.00	17.00
Length of branches owned by the company,	5.00	5.00
Total length of all roads owned, leased and operated,	22.00	22.00

GAUGE.
Gauge of line, 4 ft. 8½ in.

EQUIPMENT.
Hired from the Central Railroad Company, of New Jersey.

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Wind Gap and Delaware railroad,	\$157,542 17
LIABILITIES.	
Capital stock paid in,	\$50,000 00
Floating debt,	107,542 17
	\$157,542 17

YORK AND PEACH BOTTOM RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Charles R. McConkey,	President,	Peach Bottom, Pa.
Michael Schall,	Vice President,	York, Pa.
F. G. Metzger,	Secretary,	York, Pa.
George S. Billmeyer,	Treasurer,	York, Pa.
M. J. McKinnon,	Auditor,	York, Pa.
W. F. Bay Stewart,	General Solicitor,	York, Pa.
S. M. Manifold,	General Manager,	York, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John H. Small,	York, Pa.	George S. Billmeyer, . .	York, Pa.
Michael Schall,	York, Pa.	Harry Keyser,	Bridgeton, Pa.
George P. Smyser,	York, Pa.	John Humphrey,	West Bangor, Pa.

Date of annual meeting for election of directors, first Monday in May.

GENERAL INFORMATION.

Name of road : York and Peach Bottom Railway.

By whom operated : York and Peach Bottom Railway Company.

The general offices of the company are located at York, Pa.

For information concerning this report, address Charles R. McConkey.

How are the passenger cars on your road heated, lighted and ventilated? Heated by coal stoves, lighted by coal oil lamps, deck and end ventilators.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated and organized by act of the General Assembly of the State of Pennsylvania, entitled an act to incorporate the Peach Bottom Railway Company, approved the twenty-fourth day of March, A. D. 1868, and a further supplement approved the seventh day of April, A. D. 1873. Construction commenced September 1, 1873, and finished to Delta, Pa., 35 miles, by The Peach Bottom Railway Company. Sold under a decree of the Circuit Court of the United States for the Eastern District of Pennsylvania, dated the twenty-second day of August, A. D. 1881, under a proceeding of foreclosure instituted in behalf of the bondholders of the middle division of said road, on the twentieth day of December, A. D. 1881, and purchased by a committee representing said bondholders. The said middle division was reorganized under the corporate title of The York and Peach Bottom Railway Company, on the first day of March, A. D. 1882, by virtue of an act of Assembly of the State of Pennsylvania, approved the eighth day of April, A. D. 1861. The road was completed from Delta to Peach Bottom, five miles, in May, 1883.

CAPITAL STOCK.

Amount authorized by law, common,	\$250,000 00	
Amount authorized by law, preferred,	125,000 00	
		\$375,000 00
Amount now paid in, common, \$247,550.00; special or preferred, \$1,700.00; total,		249,250 00
Number of shares issued, common,	4,896	
Number of shares issued, preferred,	34	
	4,930	
Amount paid in on each share,		50 00
Par value of each share,		50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due 1932; bear interest at 5 per cent., which is payable April and October), amount,	\$47,500 00
Second mortgage bonds (due 1932; bear interest at 5 per cent., which is payable May and November), amount,	197,300 00
Total amount of funded debt,	\$244,800 00

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	88,358 70
Total amount of funded and unfunded debt,	\$333,158 70
Funded debt as per last report,	\$244,800 00
Unfunded debt as per last report,	88,358 70

COST.

Cost of roads owned to December 31, 1887,	\$510,760 41
Cost of additions for the year ending December 31, 1888,	2,896 19
Total cost of roads owned to date,	513,656 60
Average of same per mile of road laid,	12,841 41
Cost of equipment owned to December 31, 1887,	77,552 13
Total cost of equipment owned,	77,552 13
Average cost of equipment per mile of road owned by the company,	1,938 80
Cost of road and equipment per mile (of road owned by company),	14,780 21
Total cost of road and equipment,	591,208 73

CHARACTERISTICS OF ROAD.

MAIN LINE.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from York to Peach Bottom,	40.0	40.0
SUMMARY,		
Length of main line,	40.0	40.0
Length of sidings and other tracks not above enumerated,	3.9	3.9
Length of all tracks,	43.9	43.9

GAUGE.

Gauge of lines,	3 feet.
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CHARACTERISTICS OF ROAD—CONTINUED.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	40.0	40.0
Weight of rail per yard, { Steel,		40 lbs.
{ Iron, in sidings,		30 lbs.

TELEGRAPH LINES.

Length of lines in miles, 40 ; in Pennsylvania,	40
Number of miles of wire, 40 ; in Pennsylvania,	40

BRIDGES AND TRESTLES.

Number of bridges and trestles on lines owned by the company, . .	50
Wooden bridges, number of, 36 ; aggregate length,	1,170 feet.
Wooden trestles, number of, 14 ; aggregate length,	3,068 feet.
Total length of bridges and trestles,	4,238 feet.

CROSSINGS.

Number of crossings of highways, at grade, in this Commonwealth, .	55
Number of crossings of highways over railroad,	51
Number of crossings of highways under railroad,	4
Number of crossings at which gates or flagmen are maintained, . .	1
Number of crossings at which there are neither gates nor flagmen, .	54

Statement of regulations governing employes in regard to these crossings: Trains stopped and firemen sent ahead to flag.

STATIONS.	TOTAL.	IN PENN'A.
Number of stations on main line, passenger, 27 ; freight, 31, . . .	35	35
Number of engine houses and shops owned by the company, . . .	4	4
Number of fuel and water stations on main line,	7	7

Material of foundation upon which track is laid : 33½ miles stone ballast, balance gravel.

EQUIPMENT.	NUMBER.	AVERAGE COST OF EACH.
Locomotives, twenty tons weight,	3	\$6,325 00
Locomotives, fifteen tons weight,	1	6,000 00
Locomotives, ten tons weight,	1	6,000 00
Locomotives,	5	6,195 00
Passenger cars, first-class,	5	2,500 00
Passenger cars, second-class,	3	1,200 00
Total passenger cars,	8	
Baggage, mail and express cars,	1	1,200 00
Total freight cars, 8-wheel,	84	310 00
Hand cars and hand trucks,	6	50 00

Train brake in use : Eames' vacuum brake on passengers ; hand brake on mixed trains.

Average number of cars in passenger trains, including mail, express and baggage cars,	3
Average number of cars in freight trains,	8

CHARACTERISTICS OF ROAD—CONTINUED.

Average weight of passenger trains, including locomotive and tender, in working order, in tons,	50
Average weight of freight trains, including locomotive and tender, in working order, in tons,	110

EMPLOYES.

Average number of persons regularly employed by company, including officials,	65
Same in Pennsylvania,	65

DOINGS OF THE YEAR.

TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains,	27,457
Number of miles run by freight and passenger mixed,	62,185
Total number of miles run,	89,642
Gross amount of tonnage for the year (2,000 pounds per ton),	34,528
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour),	15
Average rate of speed adopted by freight trains, including stops, . .	10

THE AMOUNT OF FREIGHT IN TONS OF 2,000 POUNDS.

Anthracite and bituminous coal		Merchandise and manufactures,	5,010
and coke,	3,592	Live stock,	652
Wood,	3,745	Sand,	508
Bark,	68	Lumber,	3,165
Cross-ties,	250	Canned goods,	1,629
Other iron or castings, slate, .	5,929	Other articles,	1,602
Fertilizers,	3,827		
Lime,	671	Total,	34,528
Agricultural products,	3,882		

THE RATE PER TON (OF 2,000 POUNDS) PER MILE CHARGED FOR FREIGHT.

For through freight, per ton per mile,	3 cents.
For through coal, per ton per mile,	2½ cents.
For local freight, per ton per mile,	4 cents.
For local coal, per ton per mile,	3 cents.

EARNINGS FOR THE YEAR.

FROM TRANSPORTATION OF PASSENGERS.

MONTHS.	PASSENGERS.	AMOUNT.
January, 1888,	2,257	\$1,104 54
February, 1888,	2,766	1,099 43
March, 1888,	4,841	1,732 50
April, 1888,	4,653	1,744 04
May, 1888,	3,589	1,502 48
June, 1888,	8,707	1,814 78
July, 1888,	8,843	1,779 62
August, 1888,	9,031	2,223 43
September, 1888,	4,467	1,489 11
October, 1888,	8,531	2,701 72
November, 1888,	4,312	1,520 65
December, 1888,	3,988	1,499 39
Total,	65,985	\$20,211 69

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers,	3 cents.
For first-class way passengers,	3 cents.

EARNINGS FOR THE YEAR—CONTINUED.
FROM TRANSPORTATION OF FREIGHT.

MONTHS.	TONS.	AMOUNT.
January, 1888,	1,776	\$1,674 39
February, 1888,	1,511	1,660 34
March, 1888,	1,600	2,045 70
April, 1888,	3,522	3,557 32
May, 1888,	3,236	3,138 30
June, 1888,	2,436	2,526 48
July, 1888,	2,168	2,333 33
August, 1888,	3,899	3,729 90
September, 1888,	4,391	3,788 06
October, 1888,	3,823	3,638 71
November, 1888,	3,325	2,752 82
December, 1888,	2,841	2,552 02
Total,	34,528	\$33,397 37

FROM ALL OTHER SOURCES.

MONTHS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTALS.
January, 1888,	\$167 74	\$24 47	\$85 80	\$278 01
February, 1888,	167 74	25 33	98 85	291 92
March, 1888,	167 74	25 27	116 85	309 86
April, 1888,	167 74	32 82	95 40	295 96
May, 1888,	167 74	36 18	134 55	338 47
June, 1888,	167 74	42 75	134 00	344 49
July, 1888,	167 74	46 68	138 75	353 17
August, 1888,	167 74	44 47	171 80	384 01
September, 1888,	167 74	38 36	127 20	333 30
October, 1888,	167 74	37 15	198 45	403 34
November, 1888,	167 74	37 66	172 95	378 35
December, 1888,	167 74	36 57	101 15	305 46
Total,	\$2,012 88	\$427 71	\$1,575 75	\$4,016 34

RECAPITULATION.

Total passenger earnings for the year,	\$20,211 69
Total freight earnings for the year,	33,397 37
Total earnings from all other sources,	4,016 34
Total earnings for the year,	\$57,625 40

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.

Total,	\$2,896 19
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EARNINGS—SUMMARY.

Passenger transportation, local and through,	\$20,211 69
Freight transportation, local and through,	33,397 37
Mail service, \$2,012.88; express service, \$427.71; total,	2,440 59
Miscellaneous,	1,575 75
Total,	\$57,625 40

EXPENSES—SUMMARY.

Conducting transportation, operating trains and motive power,	\$12,248 75
Maintenance of way,	9,254 12
Maintenance of cars and locomotives,	7,440 73
General expenses,	9,533 33
Total operating expenses,	\$38,476 93
Expenditures charged to cost of road, real estate and equipment during the year,	2,896 19
Total expenditures during the year,	\$41,373 12

EXPENSES—SUMMARY—CONTINUED.

Operating expenses, $66\frac{3}{4}$ per cent. of earnings.	
Earnings per mile of road operated,	\$1,440 64
Expenses per mile of road operated,	961 92
Net earnings,	19,148 47

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of road and equipment,	\$591,208 73
Material on hand, per inventory,	2,705 96
Cash on hands,	1,079 17
Uncollected account,	2,926 21

LIABILITIES.

Capital stock,	\$249,250 00
Funded debt,	244,800 00
Unfunded debt,	88,358 70
Unpaid bills,	1,830 54

EXPRESS COMPANIES.

Names of express companies that run on the road, and the terms and conditions as to rates, use of track, machinery, repairs of cars, etc.: Adams Express Company. Local freight, 24 cents per 100 pounds; foreign freight, 12 cents per 100 pounds.

UNITED STATES MAIL.

Compensation paid by the United States Government for the transportation of its mails and the terms of service: \$167.74 per month. One mail each way six times a week. Compensation fixed by weight of mails.

STOCK AND DIVIDENDS.

Date and per cent of all cash dividends on stock of original and consolidated companies declared during the year: Six per cent. cash dividend declared quarterly (1888), on 34 shares of preferred stock.

Paid in dividends, cash,	\$102 00
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YOUGHIOGHENY AND ELIZABETH RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
W. L. Scott,	President,	Erie, Pa.
J. S. Richards,	Vice President,	Erie, Pa.
M. H. Taylor,	Secretary and Treasurer, . .	Erie, Pa.
James Matthews,	General Superintendent, . .	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
William L. Scott,	Erie, Pa.	Frank B. Whipple, . .	Erie, Pa.
John S. Richards,	Erie, Pa.	Matthew H. Taylor, . .	Erie, Pa.
Charles W. Strong,	Erie, Pa.	James Matthews, . . .	Pittsburgh, Pa.
Willam Brewster,	Erie, Pa.		

Date of annual meeting for election of directors, fourth Tuesday in May of each year.

GENERAL INFORMATION.

Name of road: The Youghiogheny and Elizabeth Railroad.

By whom operated: Pittsburgh, McKeesport and Youghiogheny Railroad, Pittsburgh and Lake Erie Railway Company, lessee.

By what authority: Mutual agreement.

The general offices of the company are located at Erie, Pa.

For information concerning this report, address M. H. Taylor, Secretary and Treasurer, Erie, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was authorized by letters patent, dated February 9, 1883.

The first meeting of directors was held in Pittsburgh, Pa., on April 12, 1883.

This company projects and has surveyed and located a standard gauge railroad, from a point on the Youghiogheny river, nearly opposite Suterville, Pa., to a point on the Monongahela river, at Elizabeth, Pa.

During 1883 about (1) one mile of the proposed line, up Douglass run, from the Youghiogheny river, was graded by this company, the rails thereon being laid by the Pittsburgh, McKeesport and Youghiogheny Railroad, the Pittsburgh and Lake Erie Railway Company, lessee, under an arrangement, to reach the Pacific mine of the Lake Erie Gas, Coal and Coke Company.

The Pittsburgh and Lake Erie Railway Company, lessee, is responsible for maintenance, and receives earnings, if any.

CAPITAL STOCK.

Amount authorized by law,	\$50,000 00
Amount subscribed,	50,000 00
Amount now paid in, common,	5,000 00
Amount paid in on each share,	5 00
Par value of each share,	50 00

GENERAL BALANCE SHEET, 1888.

ASSETS.

Unpaid stock subscriptions,	\$45,000 00
Construction work and expenses,	4,042 00
Cash,	958 00
	<u>\$50,000 00</u>

LIABILITIES.

Capital stock,	<u>\$50,000 00</u>
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YOUGHIOGHENY NORTHERN RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Thomas Mellon,	President,	Pittsburgh, Pa.
W. F. McCook,	Secretary,	Pittsburgh, Pa.
A. M. Thorne,	Treasurer,	Pittsburgh, Pa.
W. F. McCook,	General Solicitor,	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Thomas Mellon,	Pittsburgh, Pa.	George Lander,	Pittsburgh, Pa.
H. C. Frick,	Pittsburgh, Pa.	H. M. Curry,	Pittsburgh, Pa.
John Walker,	Pittsburgh, Pa.	W. L. Abbott,	Pittsburgh, Pa.
H. Phipps, Jr.,	Pittsburgh, Pa.		

GENERAL INFORMATION.

Name of road: Youghiogheny Northern Railway.

By whom operated: The Pittsburgh, McKeesport and Youghiogheny Railroad Company. Leased to them for fifty years.

By what authority: Agreement dated August 10, 1882.

The general offices of the company are located at 512 Smithfield street, Pittsburgh.

For information concerning this report, address W. F. McCook, Secretary, Bake-well Building, Pittsburgh, Pa.

How are the passenger cars on your road heated, lighted and and ventilated? Have none. The Pittsburgh, McKeesport and Youghiogheny Railroad Company are to make all reports to the State.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On August 16, 1881, the Youghiogheny Northern Railway Company received its charter from the State. The original plan or route of the Youghiogheny Northern Railway was located from the Youghiogheny river near Broad Ford, Fayette county, Pa., northward by the valley of Galley's run to the Valley Coke Works on the Southwest Pennsylvania Railway, in Fayette county, Pa., but part of the northern end of said route was abandoned and the terminus made at the north end of the Summit Coke Works of the H. C. Frick Coke Company, in Fayette county, Pa., connecting there with the Summit Branch of the Southwest Pennsylvania Railway, the total distance of the Youghiogheny Northern Railway, as now constructed, being $2\frac{223}{5250}$ miles, all in Pennsylvania.

CAPITAL STOCK.

Amount authorized by law,	\$400,000 00
Amount authorized by votes of company,	400,000 00
Amount subscribed,	400,000 00
Amount now paid in, common,	400,000 00
Number of shares issued,	8,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

COST.	
Cost of roads owned to December 31, 1887,	\$400,000 00
Total cost of roads owned to date,	400,000 00
Average of same per mile of road laid,	199,578 50
Average of same per mile of single track,	199,578 50
Proportion of same for Pennsylvania,	199,578 50
Cost of road and equipment per mile (of road owned by company),	199,578 50
Total cost of roads and equipment,	400,000 00
Proportion of same for Pennsylvania,	400,000 00

MAIN LINE.	MILES.	
	WHOLE LENGTH.	LENGTH IN PENN'A.
Length of main line, from Broadford to Summit,	2 223 5286	2 223 5286
SUMMARY.		
Length of main line,	2 223 5286	2 223 5286
Total length of all roads owned leased and operated,	2 223 5286	2 223 5286
Length of all tracks,	2 223 5286	2 223 5286

GAUGE.	
Gauge of lines,	4 ft. 9 in.

TRACK.	WHOLE LENGTH.	LENGTH IN PENN'A.
Miles of track laid with steel rail on lines owned, leased or operated, .	2 223 5286	2 223 5286

Weight of rail per yard, steel,	60 lbs.
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BRIDGES AND TRESTLES.	
Number of bridges and trestles on lines owned by the company, . .	3
Wooden bridges,	3

CROSSINGS.	
Number of crossings of highways at grade, in this Commonwealth, .	1
Number of crossings of highways under railroad,	1

GENERAL BALANCE SHEET, 1888.	
ASSETS.	
Right of way and construction,	\$400,000 00
Cash on hand,	4,963 24
Accounts receivable,	7,095 00
	<u>\$412,058 24</u>
LIABILITIES.	
Capital stock,	\$400,000 00
Surplus,	12,058 24
	<u>\$412,058 24</u>

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies declared during the year :

January 13, 1888, cash dividend, $2\frac{1}{2}$ per cent.,	\$10,000 00
March 27, 1888, cash dividend, 2 per cent.,	8,000 00
May 3, 1888, cash dividend, 1 per cent.,	4,000 00
June 22, 1888, cash dividend, $2\frac{1}{2}$ per cent.,	10,000 00
October 1, 1888, cash dividend, $2\frac{1}{2}$ per cent.,	10,000 00
December 10, 1888, cash dividend, $2\frac{1}{2}$ per cent.,	10,000 00
Paid in dividends, cash,	52,000 00
Balance for the year, or surplus,	12,058 24

Surplus invested as follows :

Cash and loans,	4,963 24
Balance of accounts due company,	7,095 00

STREET RAILWAY REPORTS.



ALLENTOWN PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING OCTOBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Sam'l Lewis,	President,	Allentown, Pa.
J. E. Balleit,	Secretary,	Allentown, Pa.
J. E. Balleit,	Treasurer,	Allentown, Pa.
G. G. Blumer,	General Superintendent,	Allentown, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Sam'l Lewis,	Allentown, Pa.	Reuben P. Steckel,	Allentown, Pa.
John D. Stiles,	Allentown, Pa.	Russel A. Thayer,	Allentown, Pa.
Robt. E. Wright,	Allentown, Pa.		

GENERAL INFORMATION.

Title of company : Allentown Passenger Railway Company.
 By whom is the road operated : By the company.
 General offices of the company at Allentown, Pa.
 For information relating to this report, address J. E. Balleit, Treasurer Allentown Passenger Railway Company.
 What kind of power is used for propelling the cars on your road ? Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The original charter was granted March 21, 1865.
 On the 4th of April, 1866, the time for the payment of the enrollment tax was extended the 1st day of July, 1867.
 A supplement to the charter was approved April 9, 1867.
 A further supplement to the charter was approved March 4, 1868.
 The road was constructed in 1868.

CAPITAL STOCK.

Amount authorized by law,	Unlimited.
Amount now paid in,	\$45,260 00
Scrip,	260 00
Number of shares issued,	450
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

First mortgage (bear interest at 5 per cent.), amount,	\$10,000 00
Total amount of funded debt,	\$10,000 00

UNFUNDED DEBT.

Total amount of funded and unfunded debt,	\$10,000 00
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COST OF ROAD AND EQUIPMENT.

Construction,	\$24,992 04
Equipment,	14,694 80

CHARACTERISTICS OF ROAD.

Length of road laid,	3.44 miles.
Gauge of road,	4 ft. 8½ ins.
Weight of rail per yard on main track,	19 pounds.
Number of car houses, shops and stables,	3
Number of depots,	1
Number of first-class passenger cars,	5
Average value of each,	\$400 00
Number of second-class passenger cars,	1
Average value of each,	\$100 00
Number of passengers that may be seated in each car,	20
Number of other cars, 1 repair car, 4 sleighs, 1 omnibus, 1 baggage wagon and 3 coaches.	
Number of horses and mules owned by the company,	25
Average value of each, including harness,	\$110 00
Value of real estate held, exclusive of roadway,	18,063 11
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,000 lbs.
Average rate of speed adopted by passenger cars, including stops (miles per hour),	4
Number of trips each day,	47
Number of miles traveled by each horse daily,	14
Average time consumed by cars in passing over the road,	1 hour.

Material of foundation upon which track is laid : String pieces on cinder and stone foundation.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads : Starting on Hamilton street, near Ninth street, thence down Hamilton to Fifth, down Fifth to Walnut, down Walnut to Fourth, down Fourth to Hamilton ; thence along said street to Lehigh and Susquehanna Railroad depot, crossing Jordan and Lehigh bridges and Lehigh Valley Railroad track, another branch of the road branching off at Second street ; thence along said street south to Lehigh Valley Railroad depot ; thence along the Lehigh Valley Railroad to East Penn Junction, crossing county bridges, the main track of the road being continued on Second street north to Linden, along Linden to Ridge Avenue, up Ridge Avenue to Gordon street, down Gordon to Front, up Front to terminus of the road near the Allentown furnace.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES), CARRIED IN CARS FOR THE YEAR.

November, 1887,	14,544½	July, 1888,	19,062
December, 1887,	14,692½	August, 1888,	21,557
January, 1888,	12,917	September, 1888,	20,918
February, 1888,	13,788½	October, 1888,	17,672
March, 1888,	14,292		
April, 1888,	16,569	Total,	205,645½
May, 1888,	19,891		
June, 1888,	19,742		

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Tickets in packages of five sold for,	25 cents.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway,	\$499 80
Repairs of buildings,	160 20
Taxes on real estate,	187 83
Total,	<u>\$847 83</u>

OPERATING THE ROAD.

On account of horses,	\$419 91
Harness and repairs,	213 49
Repairs to cars,	684 56
Horse shoeing,	743 72
Hay, straw, feed,	3,156 60
Office expenses, stationery and depot expenses,	35
Salaries,	642 15
Insurance,	121 53
Track clearing,	437 46
General expense of stable,	4 50
Conductors and drivers,	4,534 00
Fluid, fuel, oil and gas,	57 34
Total,	<u>11,015 61</u>

Total expenses for maintaining and operating the road, . . \$11,863 44

RECEIPTS.

MONTHS.	FROM PASSENGERS.	RENT.	MANURE.	OTHER SOURCES.	TOTAL.
November, 1887,	\$1,107 41	\$75 00		\$63 75	\$1,246 16
December, 1887,	1,088 99	75 00		63 75	1,227 74
January, 1888,	990 30	75 00		63 75	1,129 05
February, 1888,	1,065 60	75 00		63 75	1,204 35
March, 1888,	1,117 00	75 00		63 75	1,255 75
April, 1888,	909 96	75 00		63 75	1,048 71
May, 1888,	1,072 41	75 00	\$30 00	63 75	1,241 16
June, 1888,	1,146 77	75 00		63 75	1,285 72
July, 1888,	1,089 10	75 00		63 75	1,227 85
August, 1888,	1,265 38	75 00		63 75	1,404 13
September, 1888,	1,196 39	75 00		63 75	1,335 14
October, 1888,	1,025 15	75 00		148 75	1,248 90
Total,	<u>\$13,074 66</u>	<u>\$900 00</u>	<u>\$30 00</u>	<u>\$850 00</u>	<u>\$14,854 66</u>

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	\$11,863 44
Interest,	500 00
Dividends,	1,357 80
Miscellaneous,	417 34
Municipal taxes,	64 75
State taxes,	227 45
Total,	<u>\$14,430 78</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$24,992 04
Coach line,	2,142 50
Car line,	7,120 57
Live stock,	4,901 25
Real estate,	18,063 11

GENERAL BALANCE SHEET, 1888.—CONTINUED.

Tool account,	148 71
Harness account,	366 77
Furniture,	15 00
Cash,	1,128 09
Sundry accounts,	373 34

\$59,251 38

LIABILITIES.

Stock,	\$45,260 00
Mortgage,	10,000 00
Profit and loss,	2,619 78
Dividend unpaid,	1,371 60

\$59,251 38

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: October 30, 1888, three per cent.

Paid in dividends, cash,	\$1,357 80
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BEAVER VALLEY STREET RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
H. C. Patterson,	President,	Beaver Falls, Pa.
J. F. Merriman,	Secretary and Treasurer,	Beaver Falls, Pa.
Hamilton Witherspoon, . .	General Superintendent,	Beaver Falls, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
H. C. Patterson,	Beaver Falls, Pa.	John Reeves, Sr.,	Beaver Falls, Pa.
M. L. Knight,	Beaver Falls, Pa.	H. W. Reeves,	Beaver Falls, Pa.
James M. May,	Beaver Falls, Pa.	Henry Hice,	Beaver C. H., Pa.
George W. Coates,	Beaver Falls, Pa.		

Date of annual meeting for election of directors, second Monday of January (January 14, 1889).

GENERAL INFORMATION.

Title of company : Beaver Valley Street Railway Company.

By whom is the road operated : By the company.

General offices of the company at Beaver Falls, Pa.

For information relating to this report, address J. F. Merriman, Secretary and Treasurer of the company, at Beaver Falls.

What kind of power is used for propelling the cars on your road ? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Beaver Valley Street Railway Company was organized on September 17, 1884 ; the charter was granted about October 4, 1884, and the contract of the grading was let ; the iron and other material necessary was ordered at once and a man hired to superintend the laying of the road ; the cars were ordered and delivered about July 1, 1885, and the road opened for passenger travel July 4, 1885, and was paved with stone and brick as soon and as fast as the work could be conveniently done.

CAPITAL STOCK.

Amount authorized by law,	\$30,000 00
Amount authorized by votes of company,	30,000 00
Amount subscribed,	30,000 00
Amount now paid in,	30,000 00
Number of shares issued, 600	
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Twenty-three bonds (due June 1, 1905; bear interest at 6 per cent., which is payable June and December 15 each year), amount, . . .	\$11,500 00
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UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	6,000 00
Total amount of funded and unfunded debt,	<u>\$17,500 00</u>

COST OF ROAD AND EQUIPMENT.

Construction and equipment,	<u>\$51,269 63</u>
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CHARACTERISTICS OF ROAD. .

Length of road laid,	3.1 miles.
Length of double track, including sidings, about,	1 mile.
Gauge of road,	5 ft. 2½ ins.
Weight of rail per yard on main track,	38 lbs.
Number of car houses, shops and stables,	1
Number of depots,	1
Number of first-class passenger cars,	8
Average value of each,	\$750 00
Number of passengers that may be seated in each car,	16
Number of other cars,	1
Number of horses and mules owned by the company,	48
Average value of each, including harness,	\$127 50
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,000 lbs.
Average rate of speed adopted by passenger cars, including stops (miles per hour),	5
Number of trips each day,	10
Number of miles traveled by each horse daily,	18
Average time consumed by cars in passing over the road,	<u>1 hour.</u>
Material of foundation upon which track is laid: Furnace slag.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads: Northern terminal in White township, formerly Chipewa township; thence south by Eighth avenue to Seventeenth street; thence by Seventeenth to Seventh avenue; thence by Seventh avenue south to borough line at Brighton bridge; thence over the bridge to New Brighton; thence south by Bridge street, New Brighton, to Broadway; thence by Broadway to Pearl street; thence by Pearl street to Pittsburgh, Fort Wayne and Chicago Railway station.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	30,896	August, 1888,	37,576
February, 1888,	30,468	September, 1888,	39,588
March, 1888,	33,175	October, 1888,	36,060
April, 1888,	33,288	November, 1888,	36,121
May, 1888,	42,113	December, 1888,	36,504
June, 1888,	39,500	Total,	<u>336,908</u>
July, 1888,	41,619		

RATE OF FARE FOR PASSENGERS.

Single fare, 7 cents, or 5 tickets for	25 cents.
Tickets in packages of 5 sold for	<u>25 cents.</u>

EXPENSES.

Total expenses for maintaining and operating the road,	<u>\$18,847 30</u>
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RECEIPTS.

MONTHS.	PASSENGERS.	OTHER SOURCES.	TOTAL.
January, 1888,	\$1,563 18
February, 1888,	1,528 95
March, 1888,	1,691 48	. . . . .	. . . . .
April, 1888,	1,671 80	. . . . .	. . . . .
May, 1888,	2,177 68	. . . . .	. . . . .
June, 1888,	2,132 78	. . . . .	. . . . .
July, 1888,	2,131 24	. . . . .	. . . . .
August, 1888,	1,839 55	. . . . .	. . . . .
September, 1888,	2,026 84	. . . . .	. . . . .
October, 1888,	1,810 44	. . . . .	. . . . .
November, 1888,	1,756 32	. . . . .	. . . . .
December, 1888,	1,885 32	. . . . .	. . . . .
Total,	\$22,215 58	\$99 40	\$22,314 98

SUMMARY OF PAYMENTS.

Equipment expenses, maintaining the road or real estate of the corporation, and operating the road, and interest of all kinds,	\$18,847 30
Dividends,	2,400 00
Payments made to surplus fund,	656 55
Municipal and State taxes,	411 13
Total,	\$22,314 98

GENERAL BALANCE SHEET, 1888.

ASSETS.

Grading road,	\$5,409 56
Tools,	180 20
Blacksmithing tools,	93 31
Surveying road and grades,	157 00
Charter and other expenses,	319 81
Stone and brick pavement,	10,419 22
One pavillion building,	155 19
Harness equipment,	303 25
Slag for road bed,	2,393 42
Cars, fare boxes and fixtures,	6,914 23
Ties for road,	967 42
Spikes, bolts, curves and other castings,	1,390 48
Steel rails for road,	9,088 27
Stable and office building,	5,037 45
Real estate,	2,532 72
Stock for road,	5,808 10
	<u>\$51,269 63</u>

LIABILITIES.

Stock,	\$30,000 00
Bonds of company sold,	11,500 00
Unfunded debts (promissory note, etc.),	6,000 00
Surplus account,	2,486 61
Amount due treasurer, earnings account,	1,283 02
	<u>\$51,269 63</u>

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 1, 1888, 4 per cent. dividend; January 1, 1889, 4 per cent. dividend.

Paid in dividends,	\$2,400 00
Paid to sinking fund,	656 55
Total surplus,	2,872 61

Surplus invested as follows:

Cash and loans in construction account.

BRADDOCK AND TURTLE CREEK PASSENGER RAILWAY
COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
David Mackey,	President,	Turtle Creek.
G. T. E. Stamets,	Secretary and Treasurer, . .	Braddock.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
David Mackey,	Turtle Creek.	Thomas McDonald, . .	Braddock.
W. Y. Williams,	Pottsville.	G. T. E. Stamets,	Braddock.
W. H. Semmons,	Turtle Creek.		

Date of annual meeting for election of directors, January 1.

GENERAL INFORMATION.

Title of Company : Braddock and Turtle Creek Street Railway Company.
General offices of the company at Braddock.

For information relating to this report, address David Mackey, Turtle Creek, Allegheny county, Pa.

CAPITAL STOCK.

Amount authorized by law,	\$15,000 00
Amount subscribed,	10,000 00
Number of shares issued,	200
Amount paid in on each share,	5 00
Par value of each share,	50 00

In consequence of not getting a satisfactory ordinance from the borough of Braddock, the railway has not been constructed.

BRADFORD AND KENDALL PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
James Broder,	President,	Bradford, Pa.
G. H. Moon,	Secretary,	Bradford, Pa.
Enos Parsons,	Treasurer,	Bradford, Pa.
Enos Parsons,	General Manager,	Bradford Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
T. L. Higgins,	Fredonia, N. Y.	N. B. Parsons,	Bradford, Pa.
James Broder,	Bradford, Pa.	Geo. H. Moon,	Bradford, Pa.
Enos Parsons,	Bradford, Pa.		

GENERAL INFORMATION.

Title of company : Bradford and Kendall Railway Company.

By whom is the road operated ? Enos Parsons, General Manager.

General offices of the company at Bradford, Pa.

For information relating to this report, address Enos Parsons, General Manager.

What kind of power is used for propelling the cars on your road ? Horse.

CAPITAL STOCK.

Amount authorized by law,	\$12,000 00
Amount authorized by votes of company,	100 00
Amount now paid in, common,	12,100 00
Number of shares issued, 242.	
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

Total cash realized from capital stock and debt,	\$12,100 00
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COST OF ROAD AND EQUIPMENT.

Construction,	\$12,595 84
Equipment,	5,813 57

CHARACTERISTICS OF ROAD.

Length of road laid,	8,070 ft.
Gauge of road,	4 ft. 8 in.
Weight of rail per yard on main track,	38 lbs.
Number of car houses, shops and stables,	2
Number of depots,	2
Number of first-class passenger cars,	2
Average value of each,	\$300 00

CHARACTERISTICS OF ROAD—CONTINUED.

Number of passengers that may be seated in each car,	20
Number of horses and mules owned by the company,	4
Average value of each, including harness,	\$90 00
Value of real estate held, exclusive of roadway,	\$800 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	6,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour),	3
Number of trips each day,	28
Number of miles traveled by each horse daily,	12
Average time consumed by cars in passing over the road,	30 minutes.

Material of foundation upon which track is laid : Plank and stone.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

November, 1887,	6,268	July, 1888,	6,923
December, 1887,	6,725	August, 1888,	7,395
January, 1888,	5,388	September, 1888,	7,216
February, 1888,	4,518	October, 1888,	7,260
March, 1888,	5,817	November, 1888,	5,911
April,	5,403	December, 1888,	6,681
May, 1888,	5,591		
June, 1888,	6,242	Total,	87,338

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
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RECEIPTS.

November, 1887,	\$313 40
December, 1887,	336 25
January, 1888,	269 40
February, 1888,	225 90
March, 1888,	290 85
April, 1888,	270 15
May, 1888,	279 55
June, 1888,	312 10
July, 1888,	346 15
August, 1888,	369 75
September, 1888,	360 80
October, 1888,	363 00
November, 1888,	295 55
December, 1888,	334 05
Total,	\$4,366 90

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	\$3,132 07
For miscellaneous expenses,	287 87
Total,	\$3,419 94

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction account,	\$12,595 84
Sundry expense account,	20,043 02
Property account,	5,813 57
Dividends paid,	9,312 00
Cash on hand,	754 76
Total,	\$48,519 19

GENERAL BALANCE SHEET, 1888--CONTINUED..

LIABILITIES.

Capital stock,	\$12,000 00
Stock authorized by vote,	100 00
Receipts of road,	36,419 19
	<hr/>
Total,	\$48,519 19
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STOCK AND DIVIDENDS.

Balance for the year, or surplus,	\$754 76
Surplus at the commencement of the year,	457 45
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CARBONDALE AND JERMYN STREET PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
John W. Aitken,	President,	Carbondale, Pa.
Andrew Mitchell,	Vice President,	Carbondale, Pa.
James E. Burr,	Sec'y and Treas. <i>pro tem.</i> ,	Carbondale, Pa.
John W. Aldrich,	General Manager,	Carbondale, Pa.

DIRECTORS.

NAMES OF DIRECTORS	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John W. Aitken,	Carbondale, Pa.	S. Singer,	Carbondale, Pa.
Andrew Mitchell,	Carbondale, Pa.	M. Moses,	New York.
P. A. Carroll,	Carbondale, Pa.		

GENERAL INFORMATION.

Title of company : The Carbondale and Jermyn Street Railway Company.

By whom is the road operated : By the owners.

General offices of the company at Carbondale, Pa.

For information relating to this report, address John W. Aitken, President, or J. E. Burr, Secretary *pro tem.*

What kind of power is used for propelling the cars on your road? Electricity, when operated.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

See previous report.

CAPITAL STOCK.

Amount authorized by law,	\$50,000 00
Amount subscribed (about),	11,300 00
Amount now paid in,	11,300 00
Number of shares issued, 226	
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property, about	\$9,000 00
Debt incurred for any other purpose, about	500 00
Total amount of funded and unfunded debt,	\$9,500 00

CHARACTERISTICS OF ROAD.

Length of road laid,	1 $\frac{1}{4}$ miles.
Number of car houses, shops and stables,	1
Number of first-class passenger cars,	2
Average value of each,	\$2,500 00
Number of second-class passenger cars,	1
Average value of each,	\$600 00

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Delaware and Hudson Canal Company, etc., as in first report, 1887.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

March, 1888 (2 days),	1,442	August, 1888 (22 $\frac{1}{2}$ days),	4,728
April, 1888 (25 days),	7,392	September, 1888 (21 days),	4,231
May, 1888 (26 days),	5,896		
June, 1888 (24 days),	5,338	Total,	35,578
July, 1888 (25 days),	6,501		

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
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EXPENSES.

OPERATING THE ROAD.

Office expenses, stationary and depot expenses,	\$1,225 00
Insurance,	62 50
Superintendent, conductors and drivers,	1,750 00
Total,	\$3,037 50

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders,	\$11,300 00
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RECEIPTS.

FROM PASSENGERS.

March, 1888,	\$74 59
April, 1888,	369 54
May, 1888,	294 79
June, 1888,	266 96
July, 1888,	325 05
August, 1888,	236 39
September, 1888,	211 55
Total,	\$1,778 92

SUMMARY OF PAYMENTS.

For construction and equipment,	\$11,300 00
Paid out for maintaining the road or real estate of the corporation, and operating the road, about	1,800 00
Interest,	120 00
Total,	\$13,220 00

GENERAL BALANCE SHEET, 1888.

LIABILITIES.

Unfunded debt,	\$9,500 00
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IMPORTANT CHANGES DURING THE YEAR.

This road was forced to suspend operations in September, 1888, because the act under which the company was organized (1878) had been declared unconstitutional, and the road could not be extended as is necessary to pay its projectors. It was left in bad shape. It is expected that the company will reorganize and extend now, since passage of act of 1889.

CENTRAL PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
George I. Whitney,	President,	Pittsburgh, Pa.
F. L. Stephenson,	Secretary and Treasurer, . .	Pittsburgh, Pa.
R. G. Herron,	General Superintendent, . . .	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
R. K. Wilson,	Leetsdale, Pa.	R. G. Herron,	Pittsburgh, Pa.
L. H. Williams,	Leetsdale, Pa.	George I. Whitney,	Pittsburgh, Pa.
Jesse H. Lippincott, . . .	New York.	F. L. Stephenson,	Pittsburgh, Pa.
James H. Reed,	Pittsburgh, Pa.		

GENERAL INFORMATION.

Title of company : Central Passenger Railway Company.

By whom is the road operated : Central Passenger Railway Company.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address F. L. Stephenson, Secretary.

What kind of power is used for propelling the cars on your road ? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered under present title, 1869, and built same year on present location.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount authorized by votes of company,	100,000 00
Amount subscribed,	100,000 00
Amount now paid in, common,	100,000 00
Number of shares issued,	2,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Fifteen thousand dollar bonds (due 1889, bear interest at 6 per cent., which is payable February and August), amount,	\$15,000 00
Five thousand dollar bonds (due 1904, bear interest at 5 per cent., which is payable May and November), amount,	5,000 00
Total amount of funded debt,	\$20,000 00

DEBT—CONTINUED.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$19,974 49
Funded debt as per last report,	\$19,000 00
Unfunded debt as per last report,	22,129 46

COST OF ROAD AND EQUIPMENT.

Construction,	\$98,660 21
Equipment,	43,236 55
Total cost,	\$141,896 76

CHARACTERISTICS OF ROAD.

Length of road laid,	3 miles.
Length of double track, including sidings,	2 $\frac{1}{8}$ miles.
Gauge of road,	5ft. 2 $\frac{1}{2}$ ins.
Weight of rail per yard on main track,	45 lbs.
Number of car houses, shops and stables,	1
Number of depots,	2
Number of first-class passenger cars,	14
Average value of each,	\$600 00
Number of second-class passenger cars,	2
Average value of each,	\$300 00
Number of passengers that may be seated in each car,	14 and 18
Number of other cars,	2
Number of horses and mules owned by the company,	98
Average value of each, including harness,	\$140 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,000 lbs.
Average rate of speed adopted by passenger cars, including stops (miles per hour),	5
Number of trips each day,	9
Number of miles traveled by each horse daily,	18
Average time consumed by cars in passing over the road,	72 minutes.

Material of foundation upon which track is laid : Ties and stringers.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads : Commencing corner Thirty-third and Herron avenue, along Herron avenue, Centre avenue, Fulton street, Wylie avenue, Fifth avenue, Grant street, Third avenue, Market street, Fourth avenue to Grant and return ; connects with Pittsburgh Traction Company, Pittsburgh and Birmingham P. R. W. Co., Second avenue P. R. W. Co., and Citizens' traction.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES), CARRIED IN CARS FOR THE YEAR.

January, 1888,	85,412	September, 1888,	94,634
February, 1888,	75,450	October, 1888,	87,152
March, 1888,	81,152	November, 1888,	86,822
April, 1888,	85,437	December, 1888,	92,061
May, 1888,	97,160		
June, 1888,	96,254	Total,	1,062,235
July, 1888,	92,714		
August, 1888,	87,987		

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Tickets in packages of 100 sold for,	\$4 75

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$2,248 27	
Taxes on real estate,	59 28	
Total,		\$2,307 55

OPERATING THE ROAD.

On account of horses,	\$4,958 00	
Harness and repairs,	825 80	
Repairs to cars,	1,908 45	
Horse shoeing,	2,249 93	
Hay, straw, feed,	12,604 11	
Office expenses, stationery and depot expenses and salaries,	2,751 75	
Insurance,	350 00	
Watchmen, switchmen, hostlers, pay-roll,	8,542 50	
General expenses of stable,	1,664 77	
Conductors and drivers,	9,585 75	
Fluid, fuel, oil and gas,	188 10	
Damage for injury of persons,	523 61	
Total,		\$46,152 77

Total expenses for maintaining and operating the road,	\$48,460 32
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RECEIPTS.

January, 1888,	\$4,171 01
February, 1888,	3,695 76
March, 1888,	3,988 55
April, 1888,	4,185 33
May, 1888,	4,785 79
June, 1888,	4,678 87
July, 1888,	4,550 53
August, 1888,	4,311 45
September, 1888,	4,645 19
October, 1888,	4,244 27
November, 1888,	4,286 47
December, 1888,	4,510 51
Total,	\$52,053 73

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	\$48,460 32
Interest,	2,693 29
Municipal taxes,	230 00
State taxes,	348 20
Total,	\$51,731 81

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$98,660 21
Equipment,	43,236 55
	\$141,896 76

LIABILITIES.

Capital stock,	\$100,000 00
Funded debt,	20,000 00
Unfunded debt,	19,974 49
Profit and loss,	1,922 27
	\$141,896 76

CHESTER STREET RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
E. Mitchell Cornell,	President,	Chester, Pa.
Hugh Shaw,	Vice President,	Chester, Pa.
Wm. S. Blakeley,	Secretary,	Chester, Pa.
Samuel H. Seeds,	Treasurer,	Chester, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Wm. S. Blakeley,	Chester, Pa.	Richard Peters, Jr.,	Thurlow, Pa.
Samuel A. Dyer,	Chester, Pa.	J. Lewis Crozer,	Upland, Pa.
Thomas J. Houston,	Chester, Pa.	E. Mitchell Cornell,	Chester, Pa.
Geo. B. Lindsay,	Chester, Pa.	Richard Miller,	Chester, Pa.
Hugh Shaw,	Chester, Pa.		

Date of annual meeting for election of directors, second Monday of January.

GENERAL INFORMATION.

Title of Company : Chester Street Railway Company.

By whom operated: Under supervision of its president and directors.

General offices of the company at 1300 Edgmont avenue, Chester, Pa.

For information relating to this report, address E. Mitchell Cornell, President, Chester, Pa.

What kind of power is used in propelling the cars on your road? Horses and mules.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association were filed and letters-patent issued by the Governor July 13, 1882, for the Chester Street Railway Company, Chester, Pa. ; capital stock, \$50,000, full paid ; 1,000 shares, \$50 each. Road built and opened for traffic about February 1, 1883. During 1883, capital increased to \$80,000, full paid. Upland branch opened for travel during summer of 1883. February, 1887, capital increased to \$100,000, full paid. Providence avenue and Twenty-fourth street branch opened for travel May 7, 1887. The roadway is of the best construction ; substantial buildings of brick ; offices, car house and stables. Built and maintained on a cash basis ; no indebtedness.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount authorized by votes of company,	100,000 00
Amount subscribed,	100,000 00
Amount now paid in,	100,000 00
Number of shares issued, 2,000	
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

Total cash realized from capital stock,	\$100,000 00
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COST OF ROAD AND EQUIPMENT.

Construction, real estate and roadway,	\$87,764 01
Equipment,	31,242 75
Total cost,	<u>\$119,006 76</u>

CHARACTERISTICS OF ROAD.

Length of road laid,	7 $\frac{1}{4}$ miles.
Gauge of road,	5 ft. 2 $\frac{1}{4}$ ins.
Weight of rail per yard on main track,	40 and 47 lbs.
Number of car houses, shops and stables,	5
Number of first-class passenger cars,	18
Average value of each,	\$600 00
Number of second-class passenger cars—snow sweeper.	
Average value of each,	700 00
Number of passengers that may be seated in each car,	16 and 35
Number of horses and mules owned by the company,	80
Average value of each, including harness,	\$150 00
Value of real estate held, exclusive of roadway, as per assessment, .	8,000 00
Average weight, in pounds, of passenger cars, exclusive of passen- gers and baggage,	3,200 and 4,200.
Average rate of speed adopted by passenger cars, including stops (miles per hour),	6
Number of trips each day,	95
Average time consumed by cars in passing over the road,	<u>75 & 120 min.</u>

Material of foundation upon which track is laid: Wood stringers and ties on gravel.

Describe the route of your road in detail, giving the streets occupied and connections with other roads: Mill No. 2, Upland; Upland avenue to Fifteenth street, to Edgmont avenue, to Market street, to Third street, to Clayton street; from Edgmont avenue on Welch street, to Sixth street, to Edgmont avenue; on Market street from Third street to Front street, and on Fifth street from Market to Potter, to Providence avenue, to Twenty-fourth street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	66,038	August, 1888,	96,160
February, 1888,	61,906	September, 1888,	87,587
March, 1888,	64,397	October, 1888,	76,928
April, 1888,	70,525	November, 1888,	72,924
May, 1888,	84,598	December, 1888,	74,171
June, 1888,	89,452		
July, 1888,	103,222	Total,	<u>947,908</u>

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Tickets in packages of five sold for	<u>25 cents,</u>

Tickets and half fares abolished after December 31, 1888.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$2,154 62
Repairs of buildings,	222 84
Total,	<u>\$2,377 46</u>

OPERATING THE ROAD.

Incidental expenses,	\$115 82
On account of horses,	350 50
Harness and repairs,	229 82

EXPENSES—CONTINUED.

Repairs to cars,	\$2,173 92	
Horse shoeing,	1,082 24	
Hay, straw, feed,	8,427 45	
Office expenses, stationery and depot expenses, . . .	372 46	
Salaries,	2,250 00	
License,	120 00	
Insurance,	210 80	
Watchmen, switchmen, hostlers, pay-roll,	5,653 04	
General expense of stable,	264 52	
Conductors and drivers,	7,537 08	
Fluid, fuel, oil and gas,	149 79	
Damage for injury of persons, property and dona- tions,	564 80	
Total,		\$29,532 24

Total expenses for maintaining and operating the road. \$31,909 70

RECEIPTS.

MONTHS.	PASSENGERS.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888,	\$3,001 78	. . . . .	. . . . .	. . . . .
February, 1888,	2,813 99	. . . . .	. . . . .	. . . . .
March, 1888,	2,927 19	. . . . .	. . . . .	. . . . .
April, 1888,	3,205 72	. . . . .	. . . . .	. . . . .
May, 1888,	3,845 43	. . . . .	. . . . .	. . . . .
June, 1888,	4,066 03	. . . . .	. . . . .	. . . . .
July, 1888,	4,491 96	. . . . .	. . . . .	. . . . .
August, 1888,	4,371 02	. . . . .	. . . . .	. . . . .
September, 1888,	3,981 26	. . . . .	. . . . .	. . . . .
October, 1888,	3,496 77	. . . . .	. . . . .	. . . . .
November, 1888,	3,314 78	. . . . .	. . . . .	. . . . .
December, 1888,	3,371 48	. . . . .	. . . . .	. . . . .
Total,	\$42,887 41	\$645 01	\$120 27	\$43,652 69

SUMMARY OF PAYMENTS.

Construction,	\$472 28
Maintaining the road or real estate of the corporation, and operating the road,	31,909 70
Dividends,	8,000 00
State taxes,	707 39
Total,	<u>\$41,089 37</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction, real estate,	\$21,348 15	
Construction, roadway,	66,415 83	
Construction, equipment,	31,242 75	\$119,006 76
Cash,		7,300 16
		<u>\$126,306 92</u>

LIABILITIES.

Capital stock,	\$100,000 00
Profit and loss,	26,306 92
	<u>\$126,306 92</u>

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:

January. Four per cent. on \$100,000,	\$4,000 00
July. Four per cent. on \$100,000,	4,000 00
	<u>\$8,000 00</u>
Paid in dividends,	<u>\$8,000 00</u>

ACCIDENTS.

Employés: injured,	<u>1</u>
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CITIZENS' PASSENGER RAILWAY COMPANY OF NORRISTOWN.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
George D. Bolton,	President,	Norristown, Pa.
George R. Kite,	Secretary,	Norristown, Pa.
George Shannon,	Treasurer,	Norristown, Pa.
D. B. Hartranft,	General superintendent,	Norristown, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John F. Hartranft, . . .	Norristown, Pa.	David V. Meowday, . .	Norristown, Pa.
William H. Bodey, . . .	Norristown, Pa.	Patrick Curren, . . .	Norristown, Pa.
John Slingluff,	Norristown, Pa.	Isaac Landis,	Norristown, Pa.
Joseph Foruance, . . .	Norristown, Pa.	William Stahler, . . .	Norristown, Pa.
Henry C. Wentz,	Norristown, Pa.	William F. Slingluff, .	Norristown, Pa.
John J. Derr,	Norristown, Pa.	Thomas J. Baker, . . .	Norristown, Pa.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Title of company : Citizens' Passenger Railway Company of Norristown.

By whom is the road operated : By the Citizens' Passenger Railway Company of Norristown.

General offices of the company at Norristown, Pa.

For information relating to this report, address George Shannon, treasurer, Norristown, Pa.

What kind of power is used for propelling the cars on your road ? Horse.

CAPITAL STOCK.

Amount authorized by law,	\$80,000 00
Amount authorized by votes of company,	80,000 00
Amount subscribed,	50,000 00
Amount now paid in, common,	49,520 00
Number of shares issued,	1,000
Amount paid in on each share,	49 52
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$4,500 00
Unfunded debt as per last report,	3,500 00

COST OF ROAD AND EQUIPMENT.

Construction,	\$27,950 77
Equipment,	16,205 77
Total cost,	\$44,156 54

CHARACTERISTICS OF ROAD.

Length of road laid,	3 miles 81 feet.
Length of double track, including sidings,	1,000 feet.
Gauge of road,	5 feet 2½ inches.
Weight of rail per yard on main track,	50 lbs. per yd.
Number of car houses, shops and stables,	1
Number of depots,	1
Number of first-class passenger cars,	8
Average value of each,	\$800 00
Number of second-class passenger cars,	2
Average value of each,	\$150 00
Number of passengers that may be seated in each car,	14
Number of horses and mules owned by the company,	49
Average value of each, including harness,	\$125 00
Value of real estate held, exclusive of roadway,	\$7,352 22
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,400
Average rate of speed adopted by passenger cars, including stops (miles per hour),	4
Number of trips each day,	19
Number of miles traveled by each horse daily,	21½
Average time consumed by cars in passing over the road,	50 minutes

Material of foundation upon which track is laid: Yellow pine stringers and cross-ties.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Two routes, commencing at depot, Stanbridge and Sterigere streets, out Stanbridge to Main, to Ford: returning on Main to Cemetery avenue; on Main to Stanbridge, to depot. Second route: depot, commencing at Stanbridge and Sterigere streets, out Stanbridge to Marshall, to Astor, to Main, Main to Ford, returning via Main to Astor, to Marshall, to Stanbridge, to depot. Connects with no other road. During the winter months the running of the cars on Main street below Walnut, and on Main street above Stanbridge street, are suspended.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	17,102	August, 1888,	24,754
February, 1888,	16,656	September, 1888,	21,093
March, 1888,	15,364	October, 1888,	18,038
April, 1888,	18,246	November, 1888,	17,046
May, 1888,	21,987	December, 1888,	17,144
June, 1888,	22,912		
July, 1888,	44,819	Total,	\$255,161

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents
Exchange tickets,	8 cents
Tickets in packages of 25 sold for,	\$1 00
Tickets in packages of 5 sold for,	25 cents

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION

Repairs of road-bed and railway,	\$392 47
Repairs of buildings,	71 67
Total,	\$464 14

OPERATING THE ROAD.

On account of horses,	\$113 50
Harness and repairs,	18 75
Horse shoeing,	710 09
Hay, straw, feed,	5,315 81

EXPENSES—CONTINUED.

Office expenses, stationery and depot expenses,	155 52
Salaries,	775 55
Watchmen, switchmen, hostlers, pay-roll,	5,505 59
General expense of stable,	206 33
Conductors and drivers,	2,270 73
Fluid, fuel, oil and gas,	377 85
Damage for injury of vehicle,	36 18
Total,	14,485 90
Total expenses for maintaining and operating the road,	\$14,950 04

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders,	\$2,825 00
Other sources,	1,500 00
Total,	\$4,325 00

RECEIPTS.

MONTHS.	PASSENGERS.	RENT.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888,	\$826 38				
February, 1888,	799 16				
March, 1888,	762 18				
April, 1888,	880 47				
May, 1888,	1,082 22				
June, 1888,	1,168 49				
July, 1888,	2,178 91				
August, 1888,	1,234 92				
September, 1888,	985 16				
October, 1888,	898 34				
November, 1888,	855 63				
December, 1888,	827 82				
Totals,	\$12,499 69	\$428 34	\$623 09	\$4,935 44	\$18,486 56

SUMMARY OF PAYMENTS.

Construction,	\$549 87
Equipment,	616 89
Maintaining the road or real estate of the corporation, and operating the road,	14,950 04
Interest,	290 84
New passenger cars and horses,	463 00
Payments to loan account,	500 00
Miscellaneous,	1,983 16
Total,	\$19,353 80

GENERAL BALANCE SHEET, 1888.

ASSETS.

Real estate,	\$7,352 22
Construction of road,	27,950 77
Equipment,	16,205 77
Cash,	477 77
Profit and loss,	2,033 47
	\$54,020 00

LIABILITIES.

Capital stock paid in,	\$49,520 00
Bills payable,	4,500 00
	\$54,020 00

CITIZENS' PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Charles E. Ellis,	President,	Philadelphia, Pa.
John Q. Adams,	Secretary and Treasurer,	Philadelphia, Pa.
A. B. Scarborough,	General Superintendent,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John H. McIlwain,	Philadelphia, Pa.	Charles T. Colladay,	Philadelphia, Pa.
Frank H. Ellis,	Philadelphia, Pa.	John H. Sloan,	Philadelphia, Pa.
R. M. Hartley,	Philadelphia, Pa.		

GENERAL INFORMATION.

Title of Company : Citizens' Passenger Railway Company.

By whom is the road operated : Citizens' Passenger Railway Company.

General offices of the company at Northwest corner Twelfth and Susquehanna avenue, Philadelphia, Pa.

For information relating to this report, address John Q. Adams, Secretary and Treasurer.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Citizens' Passenger Railway Company, incorporated March 25, 1858. Construction of road from Columbia avenue to Reed street, May, 1858. Extended north to Montgomery avenue in 1863. Extended north to Susquehanna avenue in 1877. Extended south to Mifflin street in 1873.

CAPITAL STOCK.

Amount authorized by law,	\$500,000 00
Amount subscribed,	192,500 00
Amount now paid in, common,	192,500 00
Number of shares issued,	10,000 00
Amount paid in on each share, \$20.00 on \$8,500.00 ; \$15.00 on \$1,500.00.	
Par value of each share,	50 00

DEBT.

Total cash realized from capital stock and debt,	\$192,500 00
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COST OF ROAD AND EQUIPMENT.

Construction,	\$131,202 38
Equipment,	180,932 19
Total cost,	\$312,134 57

CHARACTERISTICS OF ROAD.

Length of road laid,	10½ miles.
Gauge of road,	5 ft. 2 ins.
Weight of rail per yard on main track,	45 and 47 lbs.
Number of car houses, shops and stables: 2 car houses, 3 shops, 6 stables,	11
Number of depots,	2
Number of first-class passenger cars,	51
Average value of each,	\$500 00
Number of second-class passenger cars,	16
Average value of each,	\$250 00
Number of passengers that may be seated in each car,	22
Number of other cars: 7 one-horse cars, 3 snow plows and 4 sweepers,	14
Number of horses and mules owned by the company,	400
Average value of each, including harness,	\$75 00
Value of real estate held, exclusive of roadway,	186,615 56
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,500 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour),	6
Number of trips each day, on week days,	381
Number of trips each day, on Sundays,	222
Number of miles traveled by each horse daily,	21
Average time consumed by cars in passing over the road, minutes,	95

Material of foundation upon which track is laid : Yellow pine stringers and cross-ties on gravel.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: From depot at Twelfth and Susquehanna avenue, east on Susquehanna avenue to Eleventh, down Eleventh to Diamond, east on Diamond to Tenth, down Tenth to Mifflin, west on Mifflin to Twelfth, up Twelfth to Wharton, east on Wharton to Eleventh, up Eleventh to Colona, west on Colona to depot on Twelfth street.

Branch road : Up Eleventh from Nevada to Cambria, down Eleventh to Cumberland, east on Cumberland to Tenth to Diamond.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES), CARRIED IN CARS FOR THE YEAR.

January, 1888,	590,535	August, 1888,	516,657
February, 1888,	565,306	September, 1888,	610,069
March, 1888,	605,582	October, 1888,	681,586
April, 1888,	614,766	November, 1888,	670,865
May, 1888,	622,699	December, 1888,	711,457
June, 1888,	578,137		
July, 1888,	518,627	Total,	7,286,286

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Exchange tickets,	8 cents.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$6,778 77
Repairs of buildings,	2,194 10
Taxes on real estate,	1,531 60
Total,	\$10,504 47

EXPENSES—CONTINUED.

OPERATING THE ROAD.

On account of horses,	\$1,484 00
Harness and repairs,	1,384 81
Repairs to cars,	6,952 54
Horse shoeing,	6,543 11
Hay, straw, feed,	48,307 14
Office and depot expenses (see miscellaneous expenses).	
Salaries and wages,	111,011 89
Insurance,	1,222 21
Watchmen, switchmen, hostlers, pay-roll (see salaries and wages).	
General expense of stable (in drugs and wage account.)	
Conductors and drivers—(in salaries and wages.)	
Oil and gas,	1,226 46
Damage for injury of persons,	965 64
Total,	\$179,097 80

Total expenses for maintaining and operating the road, \$189,602 27

The following expenditures were made and not included in the sum of	\$189,602 27
Drugs and medical attendance,	736 71
Examination by detectives,	301 69
City licenses for cars,	2,212 50
City tax on dividends,	7,200 00
Water rent,	512 60
State tax,	9,442 58
Miscellaneous expenses,	2,087 28
Printing and stationery,	658 21
Royalty on registers,	44 90

Total expenses for maintaining and operating road, \$212,798 74

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

Other sources, \$7,000 00

RECEIPTS.

MONTHS.	FROM PASSENGERS.	RENT.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888,	\$26,799 67	.....	.....	\$1,306 62	\$28,106 29
February, 1888,	25,586 21	.....	\$738 40	1,220 83	27,545 44
March, 1888,	27,553 54	\$125 00	.....	1,214 83	28,893 37
April, 1888,	27,857 27	50 00	.....	1,227 08	29,134 35
May, 1888,	28,001 54	50 00	543 15	1,227 08	29,821 77
June, 1888,	25,867 93	175 00	.....	1,835 20	27,878 13
July, 1888,	23,023 17	50 00	.....	1,229 12	24,302 29
August, 1888,	22,875 47	50 00	509 25	1,247 83	24,682 55
September, 1888,	27,129 00	175 00	.....	1,282 58	28,586 58
October, 1888,	30,419 59	50 00	.....	1,279 58	31,749 17
November, 1888,	29,965 71	50 00	508 70	1,284 08	31,808 49
December, 1888,	31,697 91	175 00	.....	1,987 67	33,860 58
Total,	\$326,777 01	\$950 00	\$2,299 50	\$16,342 50	\$346,369 01

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	\$188,328 18
Dividends,	140,000 00
New horses,	1,484 00

SUMMARY OF PAYMENTS—CONTINUED.

Miscellaneous,	2,087 28
Municipal taxes,	11,456 70
State taxes,	9,442 58
Total,	<u>\$352,798 74</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction, equipment and real estate,	\$498,750 13
Surplus fund,	32,957 12
	<u>\$531,707 25</u>

LIABILITIES.

Capital stock,	\$192,500 00
Surplus reserve and profit and loss, all of which, except \$32,957.12, has been expended in construction, equipment and real estate, . .	339,207 25
	<u>\$531,707 25</u>

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:

January 1, 1888,	\$4.00 per share.
April 1, 1888,	3.00 per share.
July 1, 1888,	3.00 per share.
October 1, 1888,	3.00 per share.

Paid in dividends, cash,	\$130,000 00
Balance for the year, or surplus,	32,957 12
Surplus at commencement of the year,	32,386 85
Total surplus,	<u>32,957 12</u>

Surplus invested as follows:

Cash,	<u>\$32,957 12</u>
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CITIZENS' PASSENGER RAILWAY COMPANY OF PITTSBURGH.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
Joseph S. Brown,	President,	Pittsburgh.
James J. Donnell,	Secretary,	Pittsburgh.
James J. Donnell,	Treasurer,	Pittsburgh.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Joseph S. Brown,	Pittsburgh.	Joshua Rhodes,	Pittsburgh.
James Verner,	Pittsburgh.	Wilson McCandless,	Pittsburgh.
James J. Donnell,	Pittsburgh.		

GENERAL INFORMATION.

Title of company : Citizens' Passenger Railway Company.

By whom is the road operated : Citizens' Traction Company.

Date of lease : September 1st, 1887.

General offices of the company at Pittsburgh.

For information relating to this report, address Citizens' Traction Company.

DEBT.

FUNDED DEBT.

Fifty bonds, (due July 1st, 1900, bear interest at five per cent., which is payable semi-annually) amount, \$50,000 00

CHARACTERISTICS OF ROAD.

This company is leased to and operated by The Citizens' Traction Company, to whose report reference is made.

RECEIPTS.

Before leasing this company to the Citizens' Traction Company, the Citizens' Passenger Railway Company sold part of its property for \$80,000.

SUMMARY OF PAYMENTS.

Dividends, \$80,000 00

CITIZENS' TRACTION PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
John G. Holmes,	President,	Pittsburgh.
C. L. Magee,	Vice President,	Pittsburgh.
Charles M. Gormly,	Secretary,	Pittsburgh.
Nathaniel Holmes,	Treasurer,	Pittsburgh.
Murry A. Verner,	General Superintendent,	Pittsburgh.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
James Verner,	Pittsburgh.	C. L. Magee,	Pittsburgh.
James J. Donnell,	Pittsburgh.	Murry A. Verner,	Pittsburgh.
John G. Holmes,	Pittsburgh.	Wilson McCandless,	Pittsburgh.
Joshua Rhodes,	Pittsburgh.		

GENERAL INFORMATION.

Title of company : The Citizens' Traction Company.

By whom is the road operated : The Citizens' Traction Company.

With what other companies consolidated : Lessee of Citizens' Passenger Railway Company, and Transverse Passenger Railway Company.

Date of lease : September 1, 1887.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address, C. M. Gormly, Secretary.

What kind of power is used for propelling the cars on your road? Horse power up to January 1, 1889, when the new cable system was begun on East Liberty line.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter of the Citizens' Traction Company is dated July 6, 1887. Company organized July 7, 1887, and shortly afterwards, September 1, 1887, leased the lines of the Citizens' Passenger and Transverse Passenger Railway Companies. Preparations were immediately began to construct a cable road, and on the 31st of December, 1888, the new road was practically completed, a few cars being run by cable January 1, 1889.

CAPITAL STOCK.

Amount authorized by law,	\$2,500,000 00
Amount authorized by votes of company,	2,500,000 00
Amount subscribed,	2,500,000 00
Amount now paid in, common,	2,500,000 00
Number of shares issued,	50,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

1,025 bonds (due October 1, 1927, bear interest at 5 per cent., which is payable semi-annually) amount, \$1,025,000 00

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$6,000 00
Debt incurred for any other purpose, and for what: Real estate,	120,000 00
Total amount of unfunded debt,	126,000 00
Total amount of funded and unfunded debt,	<u>\$1,151,000 00</u>

CHARACTERISTICS OF ROAD.

Gauge of road,	5 ft. 2½ ins.
Weight of rail per yard on main track,	47 and 52 lbs.
Number of car houses, shops and stables,	6
Number of depots,	4
Number of first-class passenger cars,	31
Average value of each,	\$700 00
Number of second-class passenger cars,	71
Average value of each,	\$400 00
Number of passengers that may be seated in each car,	16, 18, 22
Number of other cars,	11
Number of horses and mules owned by the company,	613
Average value of each, including harness,	\$100 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,500
Average rate of speed adopted by passenger cars, including stops (miles per hour),	6
Number of trips each day,	585
Number of miles traveled by each horse daily,	21
Average time consumed by cars in passing over the road,	<u>35 min.</u>

Describe the route of your road in detail, giving the streets occupied and connections with other roads: From Sixth street, on Penn avenue and Butler street, to and across Sharpsburg bridge; also along Penn and Frankstown avenues from Butler street to East Liberty; also from Grant and Water streets, along Water, Wood, Liberty and Sixteenth streets, to and across Chestnut Street bridge, to Allegheny, and along Chestnut street and Spring Garden avenue to end of line. Intersects P. A. and M. Passenger Railway Company at Sixth and Penn streets, and the Federal Street and Pleasant Valley Railway Company at Ninth and Penn streets.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	565,499	August, 1888,	544,885
February, 1888,	540,785	September, 1888,	609,579
March, 1888,	572,521	October, 1888,	573,770
April, 1888,	584,595	November, 1888,	572,558
May, 1888,	622,697	December, 1888,	604,818
June, 1888,	578,224		
July, 1888,	582,200	Total,	<u>6,952,131</u>

RATE OF FARE FOR PASSENGERS.

Single fare,	<u>5 cents.</u>
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway,	\$11,139 67	
Repairs of buildings,	9,576 19	
Taxes on real estate,	4,114 84	
Total,		\$24,830 70

OPERATING THE ROAD.

Toll, \$2,525 43; repairing vehicles, \$193 25; repairing machinery, \$107 42; total,	\$2,826 10	
On account of horses,	12,517 22	
Harness and repairs,	2,109 36	
Repairs to cars,	10,526 83	
Horseshoeing,	10,630 69	
Hay, straw, feed,	57,363 52	
Office expenses, stationery and depot expenses, rent and salt,	5,443 75	
Salaries,	8,372 28	
Insurance,	4,252 73	
Watchmen, switchmen, hostlers, pay-roll,	46,337 63	
General expense of stable,	1,665 26	
Conductors and drivers,	77,577 25	
Fluid, fuel, oil and gas,	2,554 78	
Damage for injury of persons,	1,699 80	
		243,877 20
Total expenses for maintaining and operating the road,		\$268,707 90

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From sale of bonds,	\$1,025,000 00
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RECEIPTS.

MONTHS.	PASSENGERS.	RENT.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888, . .	\$28,513 87	\$244 33	\$31 25		\$28,789 45
February, 1888, . .	27,370 59	259 49	300 00	\$6 81	27,936 89
March, 1888, . . .	28,789 58	255 49	34 50	75 00	29,154 57
April, 1888, . . .	29,282 26	414 49	31 25		29,728 00
May, 1888,	31,181 60	176 66		249 93	31,608 19
June, 1888,	29,110 01	161 66			29,271 67
July, 1888,	29,364 15	411 66	68 75		29,844 56
August, 1888, . . .	27,362 57	25 00		29 85	27,417 42
September, 1888, .	30,473 05	25 00			30,498 05
October, 1888, . .	28,738 75	25 00	68 75	5,289 50	34,122 00
November, 1888, . .	28,631 80	275 00		143 52	29,050 32
December, 1888, . .	30,379 05	25 00			30,404 05
Total,	\$349,197 28	\$2,298 78	\$534 50	\$5,794 61	\$357,825 17

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	\$268,707 90
Interest,	7,088 78
Payments to loan account,	6,000 00
Payments made to surplus fund,	66,783 68
Municipal taxes,	1,937 42
State taxes,	7,307 39
Total,	\$357,825 17

GENERAL BALANCE SHEET, 1888.

ASSETS.

Citizens' Passenger Railway Company, property and franchises, . .	\$1,400,000 00
Transverse Passenger Railway Company, property and franchises, .	700,000 00
Real estate,	205,140 00
Construction and equipment of new cable, road incomplete,	1,304,690 85
Cash January 1, 1889,	107,952 83
	<u>\$3,717,783 68</u>

LIABILITIES.

Capital stock,	\$2,500,000 00
Bonds,	1,025,000 00
Mortgages (purchase money),	120,000 00
Bills payable,	6,000 00
Surplus fund,	66,783 68
	<u>\$3,717,783 68</u>

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	\$66,783 68
Total surplus,	<u>66,783 68</u>

ACCIDENTS.

Passengers injured,	1
Employés injured,	1
Others injured,	5
Others killed,	1
Children killed,	1
Children injured,	6
Adults injured,	<u>1</u>

CITY PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING SEPTEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
John P. Levan,	President,	Altoona, Pa.
L. B. Reifsneider,	Secretary and Treasurer, . .	Altoona, Pa.
A. J. Riley,	Solicitor,	Altoona, Pa.
John J. Buch,	Superintendent,	Altoona, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John P. Levan,	Altoona, Pa.	Geo. A. McCormick, . .	Altoona, Pa.
David Koch,	Altoona, Pa.	C. A. Wood,	Altoona, Pa.
Wm. Murray,	Altoona, Pa.	James Lowther,	Bellwood, Pa.
Andrew Kipple,	Altoona, Pa.	H. S. Frank,	Philadelphia, Pa.
A. J. Anderson,	Altoona, Pa.		

GENERAL INFORMATION.

Title of company: The City Passenger Railway Company of Altoona, Pennsylvania.

By whom is the road operated: By the above company—original owners.

General office of the company at Altoona, Blair county, Pennsylvania.

For information relating to this report, address L. B. Reifsneider, secretary, box 1813, Altoona, Penn'a.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The City Passenger Railway Company of Altoona, Pa., was organized February 18, 1882, in Altoona, Pa., with a capital stock of \$40,000, in accordance with an act of Assembly entitled "An act to provide for the incorporation and government of street railway companies, etc.," approved the 23d day of May, A. D. 1878, and chartered by the Hon. Henry M. Hoyt, Governor, March 10, 1882.

Mr. John P. Levan was elected president; D. K. Ramey, John P. Levan, Wm. Murray, F. W. Dewees, C. Jaggard, H. S. Frank, S. S. Blair, Max Liveight and C. F. Berwind, directors; L. B. Reifsneider, secretary; Theodore H. Wigton, treasurer; Andrew J. Riley, solicitor, and John J. Buch, superintendent. The present route, over which the road is run, was adopted at the time of organization. The contract for the construction of the road was let to Campbell Bros., of Altoona, Pa., and road was ready for operation July 4, 1882. The building of stable, and other buildings, was done under the personal supervision of the directors. The company began to operate the road July 4, 1882. The length of the road, then constructed, was about 2½ miles. March 13, 1883, the capital stock was increased \$13,000; January 14, 1884, the capital stock was increased \$15,000. The first increase was made on account of \$40,000 not being enough to fully equip the road; the second increase to make the present extension on Seventh avenue. The contract for the extension was let to John T. Gordon, of Pittsburgh, and operations begun, on this extension, July 4, 1884.

CAPITAL STOCK.

Amount authorized by law,	\$68,000 00
Amount authorized by votes of company,	68,000 00
Amount subscribed,	68,000 00
Amount now paid in,	68,000 00
Number of shares issued,	1,360
Amount paid in on each share,	50 00
Par value of each share,	50 00

COST OF ROAD AND EQUIPMENT.

Construction,	\$45,754 63
Equipment,	22,245 37
Total cost,	\$68,000 00

CHARACTERISTICS OF ROAD.

Length of road laid,	3 mls., 1,389½ ft.
Length of double track, including sidings,	3 mls., 2,674½ ft.
Weight of rail per yard, { 3,847 feet steel rail,	45 pounds.
{ 14,670 feet iron rail,	43 pounds.
Number of car houses, shops and stables, including depot,	4
Number of first-class passenger cars, 10 one-horse, 2 two-horse,	12
Average value of each,	\$450 00
Number of summer passenger cars,	6
Average value of each,	\$400 00
Number of passengers that may be seated in each car 35 in summer cars, 14 in one-horse cars, 22 in two-horse cars,	23½
Number of horses and mules owned by the company,	39
Average value of each, including harness,	\$90 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,750 pounds.
Average rate of speed adopted by passenger cars, including stops (miles per hour),	5
Number of trips each day,	12
Number of miles traveled by each horse daily,	17
Average time consumed by cars in passing over the road,	1 hour, 12 min.
Average time consumed by cars in passing over the branch road,	24 minutes.

Material of foundation upon which track is laid: Yellow pine sills and stringers, sand, gravel, cinder and broken stone.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Beginning 175 feet east on First street; west on chestnut avenue to Eleventh street; south on Eleventh street to Eleventh avenue; west on Eleventh avenue to Bridge street; south on Bridge street to Seventeenth street; south on Seventeenth street to Eighth avenue; east on Eighth avenue to Fourth street; northwest on Fourth street 110 feet.

The branch or Seventh avenue extension commences at the intersection of Eighth avenue and Seventeenth street; south on Seventeenth street to Seventh avenue; west on Seventh avenue to Twenty-fifth street, the terminus.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

November, 1887,	26,564	July, 1888,	42,898
December, 1887,	27,447	August, 1888,	38,970
January, 1888,	21,327	September, 1888,	30,870
February, 1888,	21,927	October, 1888,	30,832
March, 1888,	24,039	November, 1888,	23,938
April, 1888,	24,903	December, 1888,	23,162
May, 1888,	32,411		
June, 1888,	36,609	Total,	\$405,897

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Tickets in packages of 25, for use of workingmen,	\$100

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$1,254 86
Repairs of buildings,	47 96
Total,	\$1,302 82

OPERATING THE ROAD.

On account of horses,	\$260 00
Harness and repairs,	164 76
Repairs to cars,	145 42
Horse shoeing,	747 89
Hay, straw, feed,	3,167 17
Office expenses, stationery and depot expenses,	29 25
Salaries,	1,655 08
Insurance,	190 16
Watchmen, switchmen, hostlers, pay-rolls,	1,983 20
General expenses of stable, drugs, etc.,	228 51
Conductors and drivers and registers,	4,934 15
Fluid, fuel, oil, and gas,	398 01
Total,	13,903 60

Total expenses for maintaining and operating the road. . . . \$15,206 42

RECEIPTS.

MONTHS.	FROM PASSENGERS.	RENT.	MANURE.	OTHER SOURCES.	TOTAL.
November, 1887, . .	\$1,339 80		\$14 00	\$88 35	\$1,442 15
December, 1887, . .	1,317 43			2 25	1,319 68
January, 1888, . .	1,043 18		50 00	60 00	1,153 18
February, 1888, . .	1,074 32				1,074 32
March, 1888, . . .	1,146 98		28 00	50 00	1,224 98
April, 1888, . . .	1,200 23		14 00	117 50	1,331 73
May, 1888,	1,559 59			59 34	1,618 93
June, 1888,	1,751 93				1,751 93
July, 1888,	2,057 23		21 00	1 00	2,079 23
August, 1888, . . .	1,911 01			8 00	1,919 01
September, 1888, .	1,484 04		21 00	45	1,505 49
October, 1888, . .	1,521 22			3 00	1,524 22
November, 1888, .	1,176 95			2 90	1,179 85
December, 1888, . .	1,115 20	\$4 00		45 80	1,165 00
Total,	\$19,699 11	\$4 00	\$148 00	\$438 59	\$20,289 70

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	\$14,728 01
Dividends,	1,360 00
New horses,	260 00
Miscellaneous, ground rent,	75 00
State taxes,	143 41
Total,	\$16,566 42

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$45,754 63
Equipment,	22,245 37

GENERAL BALANCE SHEET, 1888—CONTINUED.

Corn, hay and bran,	550 00
Coal, salt, oil, etc.,	150 00
Wagons and sleds,	100 00
Castings, wheels, etc.,	275 00
Manure and scrap,	70 00
One summer car,	275 00
One Fairbanks scales,	100 00
Due from sale tickets,	8 00
Cash balance on hand,	2,198 43
	<u>\$71,726 43</u>

LIABILITIES.

Capital stock,	\$68,000 00
Liabilities for current expenses,	146 48
Balance,	3,579 95
	<u>\$71,726 43</u>

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 10, 1888, paid 2 per cent. dividend, declared on capital stock of \$68,000.00.

Paid in dividends, cash,	<u>\$1,360 00</u>
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ACCIDENTS.

About July 5, 1888, run over a boy. Car passed direct over loin and bowels, but did not injure permanently or cripple him in any way.

COALVILLE PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Geo. W. Kirkendall,	President,	Wilkes-Barre, Pa.
Geo. Loveland,	Secretary,	Wilkes-Barre, Pa.
Geo. Loveland,	Treasurer,	Wilkes-Barre, Pa.
A. S. Orr,	General Superintendent, . . .	Wilkes-Barre, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Geo. W. Kirkendall, . .	Wilkes-Barre, Pa.	E. Troxell,	Wilkes-Barre, Pa.
John G. Wood, . . .	Wilkes-Barre, Pa.	Chas. A. Miner,	Wilkes-Barre, Pa.
Isaac M. Thomas, . . .	Wilkes-Barre, Pa.		

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Title of company : Coalville Passenger Railway Company.

By whom is the road operated : By the Coalville Passenger Railway Company.

With what other companies consolidated : With none.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address Geo. Loveland, Secretary, Wilkes-Barre, Pa.

What kind of power is used for propelling the cars on your road ? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated by act of Assembly approved March 24, 1868 ; P. L. of 1869, page 1328.

Supplement approved April 15, 1869 ; P. L. 1869, page 1038.

Organized by the election of directors May 29, 1869.

Opened from Ashley to South street, Wilkes-Barre, December, 1869.

Road extended to Market street in 1871.

CAPITAL STOCK.

Amount authorized by law, with the privilege of increasing,	\$50,000 00
Amount authorized by votes of company,	63,000 00
Amount subscribed,	62,775 00
Number of shares issued,	627
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

Balance mortgage (over due, bears interest at 6 per cent.), amount, .	\$12,000 00
Interest due and unpaid November 22, 1888,	300 00
Total amount of funded debt,	\$12,300 00

DEBT—CONTINUED.

UNFUNDED DEBT.

Total amount of unfunded debt,	\$1,172 85
Total amount of funded and unfunded debt,	<u>\$13,772 85</u>

COST OF ROAD AND EQUIPMENT.

Construction,	\$43,257 86
Equipment,	8,568 25
Total cost,	<u>\$51,826 11</u>

CHARACTERISTICS OF ROAD.

Length of road laid, including sidings,	2½ miles.
Gauge of road,	4 ft. 8½ ins.
Weight of rail per yard on main track,	20 and 30 lbs.
Number of car houses and stables, one of each under same roof.	
Number of depots,	1
Number of first-class passenger cars,	3
Average value of each,	\$300 00
Number of passengers that may be seated in each car,	14
Number of horses and mules owned by the company,	16
Average value of each, including harness,	\$150 00
Value of real estate held, exclusive of roadway, cost of,	27,049 89
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	2,045
Average rate of speed adopted by passenger cars, including stops (miles per hour),	4
Number of trips each day,	26
Number of miles traveled by each horse daily,	20
Average time consumed by cars in passing over the road,	<u>35 minutes.</u>

Material of foundation upon which track is laid : Thirty pound rail on stringers, Twenty pound rail on cross-ties.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads : Commencing near the depot of the Lehigh and Susquehanna Railroad, at Ashley, it runs through the borough of Ashley, and the village of Newtown, to the city of Wilkes-Barre ; thence along Hazle Avenue to Washington street ; thence along Washington street to East Market street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES), CARRIED IN CARS FOR THE YEAR.

December, 1887,	11,507	August, 1888,	12,411
January, 1888,	10,109	September, 1888,	11,623
February, 1888,	10,189	October, 1888,	11,677
March, 1888,	11,318	November, 1888,	12,944
April, 1888,	10,869		
May, 1888,	11,486	Total,	<u>137,948</u>
June, 1888,	11,848		
July, 1888,	11,967		

RATE OF FARE FOR PASSENGERS.

Single fare, 5 cents to Dana street ; 8 cents to Parrish street ; 10 cents to Newtown and Ashley.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway,	\$727 95
Repairs of buildings,	192 73
Taxes on real estate,	124 20
Total,	<u>\$1,045 08</u>

EXPENSES—CONTINUED.

OPERATING THE ROAD.

On account of horses,	\$1,170 00	
Harness and repairs,	141 20	
Repairs to cars,	133 43	
Horse shoeing,	355 12	
Hay, straw, feed,	1,842 86	
Office expenses, stationery and depot expenses,	7 00	
Salaries,	1,020 00	
Insurance,	97 50	
General expenses of stable, including hostler,	457 33	
Conductors and drivers,	1,527 50	
Fluid, fuel, oil and gas,	37 21	
Damage for injury of persons,	60 00	
Total,		\$6,849 15
Total expenses for maintaining and operating the road,		\$7,894 23

RECEIPTS.

MONTHS.	FROM PASSENGERS.	RENT.	MANURE.	OTHER SOURCES.	TOTAL.
December, 1887,	\$832 45	\$50 00		\$130 00	\$962 45
January, 1888,	729 15	56 00			785 15
February, 1888,	736 60				736 60
March, 1888,	819 65			60 00	879 65
April, 1888,	790 90		\$10 80		801 70
May, 1888,	827 40				827 40
June, 1888,	827 05			374 37	1,201 42
July, 1888,	859 13				859 13
August, 1888,	877 20				877 20
September, 1888,	828 85				828 85
October, 1888,	843 78				843 78
November, 1888,	924 05	51 50	7 00	222 00	1,204 55
Total,	\$9,896 21	\$107 50	\$17 80	\$786 37	\$10,807 88

SUMMARY OF PAYMENTS.

Construction,	\$334 35
Maintaining the road or real estate of the corporation, and operating the road,	7,894 23
Interest,	567 27
Payments to loan account, unfunded debt,	1,831 96
Miscellaneous,	84 65
State taxes,	95 42
Total,	\$10,807 88

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$43,257 86
Equipment,	8,568 25
	\$51,826 11
Cost of real estate,	27,049 81
Interest dividends 1870, 1871 and 1872,	6,211 48
Inventory of articles, not included above,	250 00
Due for horses sold on credit,	101 00
Cash in bank,	27 19
	\$85,465 59

GENERAL BALANCE SHEET—CONTINUED.

LIABILITIES.

Capital stock,	\$62,775 00
Balance due on mortgage, including interest,	12,300 00
Floating debt,	1,172 85
Profit and loss,	9,217 74
	<u>\$85,465 59</u>

ACCIDENTS.

Injured,	<u>2</u>
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CONTINENTAL PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
William L. Elkins,	President,	Philadelphia.
John B. Peddle,	Secretary and Treasurer,	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
P. A. B. Widener,	Philadelphia.	William J. Elliott,	Philadelphia.
Clay Kemble,	Philadelphia.	George D. Widener,	Philadelphia.
George W. Elkins,	Philadelphia.		

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Title of company: Continental Passenger Railway Company.

By whom is the road operated? Philadelphia Traction Company.

General offices of the company, at No. 423 Walnut street.

For information relating to this report, address John B. Peddle, Secretary and Treasurer.

What kind of power is used for propelling the cars on your road? Horse power.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount subscribed,	1,000,000 00
Amount now paid in,	580,000 00
Number of shares issued,	20,000
Amount paid in on each share,	29 00
Par value of each share,	50 00

DEBT.

FUNDED DEBTS.

Bonds, (due July, 1909, bear interest at six per cent., which is payable January and July), amount,	\$350,000 00
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UNFUNDED DEBT.

Funded debt as per last report,	\$350,000 00
Total cash realized from capital stock and debt,	\$930,000 00

RECEIPTS.

January, 1888, from the Philadelphia Traction Company,	\$60,000 00
July, 1888, from the Philadelphia Traction Company,	60,000 00
Total,	\$120,000 00

SUMMARY OF PAYMENTS.

Dividends,	\$120,000 00
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See report of the Philadelphia Traction Company, lessees.

EAST END PASSENGER RAILWAY COMPANY, LANCASTER.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
Martin Kreider,	President,	Lancaster, Pa.
W. A. Heitshu,	Secretary,	Lancaster, Pa.
M. F. Steigerwalt,	Treasurer,	Lancaster, Pa.
George Nauman,	Auditor,	Lancaster, Pa.
Martin Kreider,	General Superintendent, . .	Lancaster, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
M. F. Steigerwalt, . . .	Lancaster, Pa.	Thomas Ellmaker, . . .	Lancaster, Pa.
H. Hershey, . . .	Lancaster, Pa.	D. K. Burkholder, . . .	Lancaster, Pa.
George Nauman, . . .	Lancaster, Pa.	W. A. Heitshu, . . .	Lancaster, Pa.

Date of annual meeting for election of directors, second Monday of January.

GENERAL INFORMATION.

Title of company : East End Passenger Railway Company.

By whom is the road operated : By the company.

General offices of the company at 138 East King street, Lancaster, Pa.

For information relating to this report, address M. F. Stigerwalt, 138 East King street, Lancaster, Pa.

What kind of power is used for propelling the cars on your road ? Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The East End Passenger Railway Company was organized October 4, 1886. The route agreed on at that meeting was that now operated. From the intersection of East King street and Duke street, thence out East King street to the city limits, thence out the Philadelphia turnpike to the western line of Knapp's Villa. A president and six directors were elected to serve until the following January, and a committee was appointed to secure a charter. The charter was granted October 11, 1886.

CAPITAL STOCK.

Amount authorized by law,	\$10,000 00
Amount authorized by votes of company,	15,000 00
Amount subscribed,	15,000 00
Amount now paid in, common,	15,000 00
Number of shares issued,	300
Amount paid in on each share,	50 00
Par value of each share,	50 00

COST OF ROAD AND EQUIPMENT.

Construction,	\$12,000 00
Equipment,	4,409 00
Total cost,	\$16,409 00

CHARACTERISTICS OF ROAD.

Length of road laid,	1 ³ / ₈ miles
Gauge of road,	5 ft. 2 ¹ / ₄ ins.
Weight of rail per yard on main track,	47 lbs.
Number of car houses, shops and stables,	1
Number of first-class passenger cars,	4
Average value of each,	\$695 00
Number of passengers that may be seated in each car,	2 of 14, 2 of 24
Number of horses and mules owned by the company,	10
Average value of each, including harness,	\$150 00
Value of real estate held, exclusive of roadway,	1,500 00
Average weight, in pounds, of passenger cars, exclusive of passengers and baggage,	3,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour),	4 ¹ / ₂
Number of trips each day,	23
Number of miles traveled by each horse daily,	30
Average time consumed by cars in passing over the road,	20 min.

Material of foundation upon which track is laid : Yellow pine stringers and cross-ties, on broken stone foundation.

Describe the route of your road in detail, giving the streets occupied and connections with other roads: From Knapp's Villa, on Philadelphia turnpike, to East King street, to Duke street. Connects with track of Lancaster Passenger Railway at Duke street, and thence to Monument, one square.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	3,489	August, 1888,	20,306
February, 1888,	4,281	September, 1888,	9,438
March, 1888,	5,154	October, 1888,	6,627
April, 1888,	7,525	November, 1888,	6,024
May, 1888,	11,396	December, 1888,	6,131
June, 1888,	12,368		
July, 1888,	18,463	Total,	111,202

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Exchange tickets,	7 cents.
Tickets in packages of thirty sold for,	\$1 00

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$502 60
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OPERATING THE ROAD.

On account of horses,	\$60 73
Harness and repairs,	64 45
Repairs to cars,	46 20
Horse shoeing,	212 10
Hay, straw, feed,	1,243 44
Office expenses, stationery, depot expenses and salaries,	150 00
Insurance,	63 75
Watchmen, switchmen, hostlers, pay-roll,	350 00
General expense of stable,	29 37
Conductors and drivers,	1,616 00
Fluid, fuel, oil and gas,	21 00
	<hr/>
	3,857 04
Total,	<hr/> <hr/> \$4,359 64

RECEIPTS.

MONTHS.	PASSENGERS.	OTHER SOURCES.	TOTAL.
January, 1888,	\$139 56	. . . . .	. . . . .
February, 1888,	171 25	. . . . .	. . . . .
March, 1888,	216 17	. . . . .	. . . . .
April, 1888,	301 01	. . . . .	. . . . .
May, 1888,	455 56	. . . . .	. . . . .
June, 1888,	494 69	. . . . .	. . . . .
July, 1888,	738 53	. . . . .	. . . . .
August, 1888,	812 25	. . . . .	. . . . .
September, 1888,	377 50	. . . . .	. . . . .
October, 1888,	264 86	. . . . .	. . . . .
November, 1888,	240 97	. . . . .	. . . . .
December, 1888,	245 24	. . . . .	. . . . .
Total,	\$4,457 59	\$1,449 51	\$5,907 10

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation and operating the road,	\$4,359 64
Dividends,	600 00
New horses,	677 50
Miscellaneous,	32 77
State taxes,	35 72
Total,	\$5,705 63

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: One dividend declared January 3, 1888. Four per cent. on capital stock of \$15,000.

Paid in dividends,	\$600 00
Balance for the year, or surplus,	201 47
Surplus at commencement of the year,	797 51
Total surplus,	201 47

EAST HARRISBURG PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
W. J. Calder,	President,	Harrisburg, Pa.
W. E. Bailey,	Vice President,	Harrisburg, Pa.
David Fleming, Jr.,	Secretary,	Harrisburg, Pa.
T. D. Greenawalt,	Treasurer,	Harrisburg, Pa.
C. E. H. Brelsford,	Auditors,	Harrisburg, Pa.
David Fleming, Jr.,		
J. H. Gingrich,	General Superintendent,	Harrisburg, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
George Pancake,	Harrisburg, Pa.	John Q. Denney,	Harrisburg, Pa.
T. D. Greenawalt,	Harrisburg, Pa.	William E. Bailey,	Harrisburg, Pa.
John Hoffer,	Harrisburg, Pa.	William J. Calder,	Harrisburg, Pa.
C. E. H. Brelsford,	Harrisburg, Pa.	E. C. Felton,	Steelton, Pa.
David Fleming, Jr.,	Harrisburg, Pa.		

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Title of company : East Harrisburg Passenger Railway Company.

By whom is the road operated : East Harrisburg Passenger Railway Company.

General offices of the company at South Cameron street, Harrisburg, Pa.

For information relating to this report, address T. D. Greenawalt, Harrisburg, Pa.

What kind of power is used for propelling the cars on your road : Electricity, Sprague system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter of the East Harrisburg Passenger Railway Company bears date of July 28, 1886. The Allison's Hill branch was first opened to the public November 25, 1886; the Steelton branch December 17, 1887.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount authorized by votes of company,	100,000 00
Amount subscribed,	100,000 00
Amount now paid in,	100,000 00
Number of shares issued,	2,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$3,000 00
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COST OF ROAD AND EQUIPMENT.

Construction,	\$46,972 86
Equipment,	35,497 16
Total cost,	<u>\$82,470 02</u>

CHARACTERISTICS OF ROAD.

Length of road laid,	4 miles 3,586 ft.
Gauge of road,	5 ft. 2½ ins.
Weight of rail per yard on main track,	38 and 52 lbs.
Number of car houses, shops and stables,	4
Number of depots,	2
Number of first-class passenger cars,	14
Average value of each,	\$870 00
Number of passengers that may be seated in each car,	14 and 22
Value of real estate held, exclusive of roadway,	\$19,793 26
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,500
Average rate of speed adopted by passenger cars, including stops (miles per hour),	7
Number of round trips each day: Hill line, 60; Steelton line, 80.	
Number of miles traveled by each car daily: Hill, 120; Steelton, 140.	
Average time consumed by cars in passing over the road: Round trip, Hill, 20 minutes; Steelton, 60 minutes.	

Material of foundation upon which track is laid: Cross-ties, dirt, broken stone and cinder.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: On Chestnut street, from Fourth to Third street. On Market street, east of Pennsylvania Canal, to Thirteenth, to Derry, to Sixteenth streets. On Eleventh street from Walnut street, thence on Eleventh street and Middletown and Harrisburg turnpike to southern limits of the borough of Steelton, Pa.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES), CARRIED IN CARS FOR THE YEAR.

January, 1888,	18,897	August, 1888,	72,697
February, 1888,	18,448	September, 1888,	73,183
March, 1888,	22,052	October, 1888,	68,149
April, 1888,	26,795	November, 1888,	69,786
May, 1888,	28,563	December, 1888,	74,404
June, 1888,	30,911		
July, 1888,	40,684	Total,	<u>544,569</u>

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Tickets in packages of 5 sold for,	<u>25 cents.</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$2,278 11
Repairs of buildings,	6 82
Taxes on real estate,	161 30
Total,	<u>\$2,446 23</u>

OPERATING THE ROAD.

Toll on pike,	120 28
On account of horses, horse and car hire,	2,991 90
Harness and repairs,	88 07
Repairs to cars,	921 41
Horse shoeing,	316 46

EXPENSES—CONTINUED.

Hay, straw, feed,	2,567 82
Office expenses, stationery and depot expenses,	143 96
Salaries,	1,920 78
Insurance,	241 50
Watchmen, switchmen, hostlers, pay-roll, engineers,	2,490 83
General expense of stable,	584 81
Conductors and drivers,	5,686 79
Fluid, fuel, oil and gas,	1,209 63
Damage for injury of wagons,	5 50
Total,	<u>\$21,735 97</u>
	161 30
Total expenses for maintaining and operating the road,	<u>\$21,574 67</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders,	\$42,515 00
Other sources,	6,504 10
Total,	<u>\$49,019 10</u>

RECEIPTS.

MONTHS.	PASSENGERS.	STOCK.	OTHER SOURCES.	TOTAL.
January, 1888,	\$1,039 36	\$7,835 00	\$293 17	\$9,167 53
February, 1888,	1,014 61	7,925 00		8,939 61
March, 1888,	1,212 85	7,115 00		8,327 85
April, 1888,	1,339 75	2,110 00	140 00	3,589 75
May, 1888,	1,430 15	1,155 00	4 50	2,589 65
June, 1888,	1,545 57	930 00	320 00	2,795 57
July, 1888,	2,034 18	3,645 00	1 30	5,680 48
August, 1888,	3,634 83	11,800 00	1,212 50	16,647 33
September, 1888,	3,659 15		1,603 00	5,262 15
October, 1888,	3,407 45		6 00	3,413 45
November, 1888,	3,489 30		158 80	3,648 10
December, 1888,	3,720 20		2,985 50	6,705 70
Total,	<u>\$27,527 40</u>	<u>\$42,515 00</u>	<u>\$6,724 77</u>	<u>\$76,767 17</u>

SUMMARY OF PAYMENTS.

Construction, road, \$6,567.77; real estate, \$12,923.45,	\$19,491 22
Equipment,	33,395 99
Maintaining the road or real estate of the corporation, and operating the road,	21,574 67
Interest,	60 00
Municipal taxes,	161 30
Total,	<u>\$74,633 18</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction, Hill line,	\$12,573 81
Construction, Steelton line,	34,399 05
Equipment,	35,497 16
Real estate,	19,793 26
Operating (inventory),	1,141 07
Cash,	3,010 76
	<u>\$106,415 11</u>

GENERAL BALANCE SHEET, 1888—CONTINUED.

LIABILITIES.	
Capital stock,	\$100,000 00
Bills payable,	3,000 00
Sundry accounts payable,	1,291 26
Profit and loss,	2,123 85
	<u>\$106,415 11</u>

IMPORTANT CHANGES DURING THE YEAR.

Changed from horse power to electricity, Sprague system, August 13, 1888.

EAST READING RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
A. J. Brumbach,	President,	Reading, Pa.
J. G. Leinbach,	Vice President,	Reading, Pa.
A. H. Fegely,	Secretary,	Reading, Pa.
Henry T. Kendall,	Treasurer,	Reading, Pa.
Sheridan Sholl,	General Superintendent, . .	Reading, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Wm. R. Melvain,	Reading, Pa.	George W. Bard,	Reading, Pa.
John H. Printz,	Reading, Pa.	Frank P. Esterly,	Reading, Pa.
J. G. Leirbaeh,	Reading, Pa.	A. H. Fegley,	Reading, Pa.
M. S. L. DeTurek,	Reading, Pa.		

Date of annual meeting for election of directors, second Tuesday in January.

GENERAL INFORMATION.

Title of company: East Reading Railroad Company.
By whom is the road operated: East Reading Railroad Company.
General offices of the company at depot terminus of road, Black Bear Inn, Berks county, Pa.
For information relating to this report, address A. H. Fegely, Reading Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, August 27, 1888.
Name, East Reading Railroad Company.

CAPITAL STOCK.

Amount authorized by law,	\$20,000 00
Amount authorized by votes of company,	20,000 00
Amount subscribed,	20,000 00
Amount now paid in, common,	16,775 00
Amount paid in on each share: To be paid in full before completion.	
Par value of each share,	100 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, for motors and electrical equipment,	\$4,886 25
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COST OF ROAD AND EQUIPMENT.

Construction and equipment,	\$15,281 41
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CHARACTERISTICS OF ROAD.

Length of road laid,	7,500 feet.
Length of double track, including sidings: One siding.	
Gauge of road,	5 ft. 2½ in.
Weight of rail per yard on main track,	52 and 38 lbs.
Number of car houses, shops and stables,	1
Number of depots,	1
Number of first-class passenger cars,	2
Average value of each,	\$2,500 00
Number of passengers that may be seated in each car,	22
Value of real estate, exclusive of roadway,	\$1,100 00
Average rate of speed adopted by passenger cars, including stops (miles per hour),	10
Number of trips each day,	29
Average time consumed by cars in passing over the road,	10 minutes.

Material of foundation upon which track is laid: Ground ballast.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

November, 1888, from 27th to 30th inclusive,	2,369
December, 1888,	17,944
Total,	20,313

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Tickets in packages of 5 sold for,	25 cents.
Children half fares,	3 cents.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

Stockholders,	\$16,775 00
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RECEIPTS.

November, 1888, from passengers,	\$125 78
December, 1888, from passengers,	885 16
Total,	\$1,010 94

SUMMARY OF PAYMENTS.

Construction,	\$15,281 41
Maintaining the road or real estate of the corporation, and operating the road,	417 84
Total,	\$15,699 25

EASTON, SOUTH EASTON AND WEST END PASSENGER
RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1883.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
H. A. Sage,	President,	Easton, Pa.
H. W. Cooley,	Secretary and Treasurer, . .	Easton, Pa.
H. T. Buckley,	Auditor,	Easton, Pa.
Elisha Burwell,	General Superintendent, . .	South Easton, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Frederick Green,	Easton, Pa.	Elisha Burwell,	Easton, Pa.
H. A. Sage, Jr.,	Easton, Pa.	Gamble Young,	Easton, Pa.
W. S. Hulick,	Easton, Pa.	Peter S. Beidler,	Easton, Pa.
Frank R. Sage,	Easton, Pa.		

Date of annual meeting for election of directors, second Tuesday in January.

GENERAL INFORMATION.

Title of company : The Easton, South Easton and West End Passenger Railway Company.

By whom is the road operated : By the above company.

General offices of the company at 348 Northampton street, Easton, Pa.

For information relating to this report, address H. W. Cooley, Secretary and Treasurer, Easton, Pa.

What kind of power is used for propelling the cars on your road ? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original companies : The Easton and South Easton Passenger Railway Company, and The West Ward Passenger Railway Company.

Date of Easton and South Easton Passenger Railway Company, original charter, March 27, 1866 ; date of West Ward Passenger Railway Company, original charter, May 5, 1871.

Easton and South Easton Passenger Railway Company, reorganized May 4, 1886, under same name. West Ward Passenger Railway Company, reorganized September 2, 1884, under name of The West End Passenger Railway Company.

The Easton and South Easton Passenger Railway Company and the West End Passenger Railway Company merged and consolidated, June 1, 1886, under the present title : The Easton, South Easton and West End Passenger Railway Company.

CAPITAL STOCK.

Amount authorized by law,	\$125,000 00
Amount authorized by the votes of the company,	120,000 00
Amount subscribed,	80,000 00
Amount now paid in, common,	80,000 00
Number of shares issued,	1,600
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Coupon bonds (due October 1, 1901, bear interest at 5 per cent., which is payable semi-annually), amount,	\$60,000 00
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UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	3,174 20
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Total amount of funded and unfunded debt,	\$63,174 20
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Unfunded debt as per last report,	\$46,331 81
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COST OF ROAD AND EQUIPMENT.

Construction,	\$112,331 77
Equipment,	21,515 57

Total cost,	\$133,847 34
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CHARACTERISTICS OF ROAD.

Length of road laid,	3.906 miles.
Length of double track, including sidings,591 miles.
Gauge of road,	5 ft. 2½ ins.
Weight of rail per yard on main track,	45 lbs.
Number of car houses, shops and stables: 1 car house, 1 blacksmith shop, 1 stable.	
Number of first-class passenger cars,	13
Average value of each,	\$600 00
Number of second-class passenger cars,	3
Average value of each,	\$150 00
Number of passengers that may be seated in each car: 20 in one, 14 in 10, 16 in 5.	
Number of horses and mules owned by the company,	65
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of roadway,	\$10,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,500
Average rate of speed adopted by passenger cars, including stops (miles per hour),	5
Number of trips each day,	48
Number of miles traveled by each horse daily,	20
Average time consumed by cars in passing over the road,	80 minutes.

Material of foundation upon which track is laid: Stringers and cross ties.

Describe the route of your road in detail, giving the streets occupied, and the connections with other roads: Commencing at the grounds of the Farmers' and Mechanics Institute; thence through Butler street to Sixteenth street; through Sixteenth street to Washington street; thence through Washington street to Walnut street; thence through Walnut street to Sixth street and Northampton; thence down Northampton street to Public Square and Third street; thence through Third street, over the bridge crossing the Lehigh river, to Canal street, South Easton; thence by Canal street and public highway to the Lehigh Valley railroad shops, corner Canal and Lehigh streets, South Easton.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	13,768	September, 1888,	41,454
February, 1888,	10,898	October, 1888,	21,713
March, 1888,	14,213	November, 1888,	20,748
April, 1888,	19,443	December, 1888,	21,539
May, 1888,	22,220		
June, 1888,	26,648	Total,	277,608
July, 1888,	30,812		
August, 1888,	34,152		

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$83 00
Repairs of buildings,	11 75
Taxes on real estate,	4 50
Total,	\$99 25

OPERATING THE ROAD.

On account of horses,	\$316 50
Repairs to cars,	201 74
Horse shoeing,	760 36
Hay, straw, feed,	3,717 27
Office expenses, stationery and depot expenses,	150 16
Freight,	211 52
Watchmen, switchmen, hostlers, pay-roll,	1,300 00
General expenses of stable,	292 41
Conductors and drivers,	4,731 92
Fluid, fuel, oil and gas,	43 20
Total,	\$11,725 03
Total expenses for maintaining and operating the road,	\$11,824 33

RECEIPTS.

MONTHS.	PASSENGERS.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888,	\$666 74		\$8 00	\$674 74
February, 1888,	591 22	\$7 50	65 00	663 72
March, 1888,	788 45	4 50	48,002 00	48,794 95
April, 1888,	1,073 92	75	1,115 79	2,190 46
May, 1888,	1,176 25	3 75	99 60	1,279 60
June, 1888,	1,410 70	3 00	600 00	2,013 70
July, 1888,	1,394 60			1,394 60
August, 1888,	1,621 55			1,621 55
September, 1888,	2,012 30		25 00	2,037 30
October, 1888,	1,055 30			1,055 30
November, 1888,	1,015 75			1,015 75
December, 1888,	1,071 75	16 50		1,088 25
Total,	\$13,878 53	\$36 00	\$49,915 39	\$63,829 92

SUMMARY OF PAYMENTS.

Construction,	\$1,992 97
Equipment,	687 20
Maintaining the road or real estate of the corporation, and operating the road,	11,824 33
Interest,	5,595 68
Payments to loan account,	703 43
Notes paid,	43,157 61
Total,	\$63,961 22

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction and equipment,	\$133,847 34
Cash,	275 71
Profit and loss,	9,970 74
	<hr/>
	\$144,093 79

LIABILITIES.

Capital stock,	\$80,000 00
First mortgage bonds,	60,000 00
Bills payable,	3,174 20
Loans,	919 59
	<hr/>
	\$144,093 79

IMPORTANT CHANGES DURING THE YEAR.

Purchased the Lafayette Traction Company's Electric Road and Equipment and shall lease to the Pennsylvania Motor Company for 999 years. Deal not yet complete and can not embody in this year's report.

EMPIRE PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
James McManes,	President,	Philadelphia.
D. W. Dickson,	Secretary and Treasurer, . .	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
William H. Kemble, . . .	Philadelphia.	William McClary, . . .	Philadelphia.
William L. Elkins, . . .	Philadelphia.	George H. Colket, . . .	Philadelphia.
Peter A. B. Widener, . .	Philadelphia.		

GENERAL INFORMATION.

Title of company : Empire Passenger Railway Company.
By whom is the road operated ? Philadelphia Traction Company.
General offices of the company at northwest corner forty-first and Haverford streets.
What kind of power is used for propelling the cars on your road ? Horse power.

CAPITAL STOCK.

Amount authorized by law,	\$600,000 00
Number of shares issued,	12,000
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due July 1, 1900, bear interest at seven per cent., which is payable semi-annually), amount,	\$200,000 00
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UNFUNDED DEBT.

Funded debt as per last report,	\$200,000 00
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CHARACTERISTICS OF ROAD.

Length of road laid,	9 miles.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	45 pounds.

Describe the route of your road in detail, giving the streets occupied and connections with other roads : Starting from depot, Twelfth and Susquehanna avenue ; south on Twelfth street to Morris street ; west on Morris street to Sixteenth street ; north on Sixteenth street to Wharton street ; west on Wharton street to Seventeenth street ; north on Seventeenth street to Carpenter street ; east on Carpenter street to Sixteenth street ; north on Sixteenth street to Susquehanna avenue, and east on Susquehanna avenue to depot.

See report Philadelphia Traction Company, lessees.

ERIE CITY PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
W. W. Reed,	President and Gen'l Manager,	Erie, Pa.
J. L. Sternberg,	Secretary,	Erie, Pa.
William Spencer,	Treasurer,	Erie, Pa.
J. F. Pfeteh,	General Superintendent, . . .	Erie, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
E. W. Reed,	Erie, Pa.	S. A. Deavenport, . . .	Erie, Pa.
C. F. Allis,	Erie, Pa.	G. P. Griffith,	Erie, Pa.
L. Streuber,	Erie, Pa.	A. H. Caughey,	Erie, Pa.
S. M. Kellogg,	Erie, Pa.		

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount authorized by votes of company,	1,000 00
Amount subscribed,	50,000 00
Number of shares issued,	1,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Mortgage bonds (due October 1, 1913; bear interest at 6 per cent., which is payable April and October), amount,	\$25,000 00
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UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	27,893 09
Total amount of funded and unfunded debt,	\$52,893 09

Funded debt as per last report,	\$25,000 00
Unfunded debt as per last report,	26,987 18
Total cash received from capital stock and debt,	906 91

COST OF ROAD AND EQUIPMENT.

Construction,	\$71,821 43
Equipment,	44,719 39
Total cost,	\$116,540 82

CHARACTERISTICS OF ROAD.

Length of road,	8 $\frac{1}{4}$ miles.
Length of double track, including sidings,	9,060 ft.
Gauge of road,	4 ft. 8 $\frac{1}{2}$ ins.

CHARACTERISTICS OF ROAD—CONTINUED.

Weight of rail per yard on main track,	30, 40 and 45 lbs.
Number of car houses, shops and stables,	1
Number of depots,	1
Number of first-class passenger cars,	18
Average value of each,	\$650 00
Number of second-class passenger cars,	2
Average value of each,	\$300 00
Number of passengers that may be seated in each car,	14
Number of horses and mules owned by the company,	115
Average value of each, including harness,	\$110 00
Value of real estate held, exclusive of roadway,	20,100 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	25,000
Average rate of speed adopted by passenger cars, including stops (miles per hour),	4 miles.
Number of trips each day,	17
Number of miles traveled by each horse daily,	20
Average time consumed by cars in passing over the road,	50 to 60 min.

Material of foundation upon which track is laid : Gravel and pavement.

Describe the route of your road in detail, giving the streets occupied and connections with other roads: State street from Second, with double track to turnpike; thence by single track up turnpike to Peach; on Peach street to Twenty-sixth street; Eighteenth street, from East avenue to Cascade street; East Eleventh, from State to Perry street; West Eight street, from State street to Raspberry street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	46,024	August, 1888,	85,486
February, 1888,	44,417	September, 1888,	77,031
March, 1888,	50,110	October, 1888,	64,353
April, 1888,	51,601	November, 1888,	63,555
May, 1888,	66,463	December, 1888,	61,537
June, 1888,	70,340		
July, 1888,	87,232	Total,	768,149

THE RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Tickets in packages of 25 sold for \$1.00 and 12 for	50 cents.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$2,165 66
Repairs of buildings,	289 57
Taxes on real estate,	473 37
Total,	\$2,928 60

OPERATING THE ROAD.

Harness and repairs,	\$200 31
Repairs to cars,	1,027 91
Horse shocing,	1,059 70
Hay, straw, feed,	7,760 60
Office expenses, stationery and depot expenses,	2,011 68
Salaries,	1,660 00
Insurance,	314 00
Watchmen, switchmen, hostlers, pay-roll,	4,080 50
General expense of stable,	347 42
Conductors and drivers,	8,873 41
Fluid, fuel, oil and gas,	49 35
Total,	27,384 88
Total expenses for maintaining and operating the road,	\$30,313 48

RECEIPTS.

MONTHS.	PASSENGERS.	RENT.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888, . . .	\$2,259 94	\$40 00	.	.	.
February, 1888, . . .	2,183 35	48 00	.	.	.
March, 1888, . . .	2,456 79	48 00	\$10 00	\$229 35	.
April, 1888, . . .	2,598 92	48 00	.	497 50	.
May, 1888, . . .	3,283 42	48 00	20 00	100 00	.
June, 1888, . . .	3,537 70	48 00	.	230 00	.
July, 1888, . . .	4,320 55	48 00	.	.	.
August, 1888, . . .	4,196 00	56 00	.	45 00	.
September, 1888, . .	3,786 85	40 00	.	118 75	.
October, 1888, . .	3,233 40	48 00	.	.	.
November, 1888, . .	3,075 15	40 00	10 00	497 50	.
December, 1888, . .	3,003 60	40 00	95 00	.	.
Total,	\$37,935 67	\$552 00	\$135 00	\$1,718 10	\$40,340 77

SUMMARY OF PAYMENTS.

Construction,	\$3,332 74
Equipment,	447 50
Maintaining the road or real estate of the corporation, and operating the road,	29,840 11
Interest,	4,108 18
Payments to loan account,	405 65
Municipal taxes,	473 37
State taxes,	591 34
Total,	\$39,198 89

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction account,	\$71,821 43
Equipment,	44,719 39
Bills receivable,	3,444 90
Cash on hand,	999 40
	<u>\$120,985 12</u>

LIABILITIES.

Capital stock,	\$50,000 00
Funded debt,	25,000 00
Bills payable,	27,893 09
Profit and loss,	18,092 03
	<u>\$120,985 12</u>

FEDERAL STREET AND PLEASANT VALLEY PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Wm. McCreery,	President,	Allegheny, Pa.
R. F. Ramsey,	Secretary,	Allegheny, Pa.
James Boyle,	Treasurer,	Allegheny, Pa.
Wm. J. Crozier,	General Manager,	Allegheny, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
R. H. King,	Allegheny, Pa.	Wm. Roseburg,	Allegheny, Pa.
Wm. H. Graham,	Allegheny, Pa.	James Andrews,	Allegheny, Pa.
D. F. Henry,	Allegheny, Pa.	Wm. A. Stone,	Allegheny, Pa.
James P. Speer,	Allegheny, Pa.	Frank Rahm,	Pittsburgh, Pa.

Date of annual meeting for election of directors, second Tuesday in January.

GENERAL INFORMATION.

Title of company : Federal Street and Pleasant Valley Passenger Railway Company.

By whom is the road operated : By above named corporation.

With what other companies consolidated : With none.

General offices of the company at Allegheny, Pa.

For information relating to this report, address R. F. Ramsey, Secretary, 127 Taggart street, Allegheny, Pa.

What kind of power is used for propelling the ears on your road? Horses and mules.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter March, 1868.

Road completed on or about October 15, 1868.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount authorized by votes of company,	100,000 00
Amount subscribed,	100,000 00
Amount now paid in, common,	100,000 00
Number of shares issued,	4,000
Amount paid in on each share,	25 00
Par value of each share,	25 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due July 1, 1903 ; bear interest at 6 per cent., which is payable semi-annually), amount,	\$75,000 00
Total amount of funded debt,	\$75,000 00

DEBT—CONTINUED.

UNFUNDED DEBT.

Total amount of funded and unfunded debt,	\$75,000 00
Funded debt as per last report,	\$75,000 00
Total cash realized from capital stock and debt,	\$175,000 00

COST OF ROAD AND EQUIPMENT.

Construction,	\$85,000 00
Equipment,	55,000 00
Total cost,	\$140,000 00

CHARACTERISTICS OF ROAD.

Length of road laid,	2.6 miles.
Length of double track, including sidings,	2½ miles.
Gauge of road,	5 ft. 2½ ins.
Weight of rail per yard on main track,	45 pounds.
Number of car houses, shops and stables,	One of each.
Number of depots,	1
Number of first-class passenger cars,	24
Average value of each,	\$1,000 00
Number of passengers that may be seated in each car,	20
Number of other cars,	2
Number of horses and mules owned by the company,	166
Average value of each, including harness,	\$125 00
Value of real estate held, exclusive of roadway,	35,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,500
Average rate of speed adopted by passenger cars, including stops (miles per hour),	4½
Number of trips each day,	216
Number of miles traveled by each horse daily,	18
Average time consumed by cars in passing over the road,	1 h. 12 minutes.

Material of foundation upon which track is laid: Paved streets.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From stables on Taggart street, Allegheny, to Washington Avenue, to Fremont street, to Jackson street, to Monterey street, to North Avenue, to Federal street, to Ohio street, to Sandusky street, to Seventh street bridge; across bridge to Seventh street, Pittsburgh, to Liberty street, to Sixth Avenue, to Smithfield street, to Fifth Avenue, the terminus; connect with the Pittsburgh and Birmingham, Transverse, Pittsburgh, Allegheny and Manchester, and People's Park Passenger Railways.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES), CARRIED IN CARS FOR THE YEAR.

January, 1888,	162,555	September, 1888,	195,066
February, 1888,	148,044	October, 1888,	179,933
March, 1888,	161,511	November, 1888,	188,444
April, 1888,	164,311	December, 1888,	196,911
May, 1888,	196,445		
June, 1888,	171,444	Total,	2,112,164
July, 1888,	178,300		
August, 1888,	169,200		

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Tickets in packages of six sold for,	25 cents.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including bridge toll, . . .	\$4,650 24	
Repairs of buildings, (in expense account).		
Taxes on real estate,	539 78	
Total,		\$5,190 02

OPERATING THE ROAD.

On account of horses,	\$4,166 34	
Harness and repairs,	3 2 85	
Repairs to cars,	2,741 70	
Horse shoeing, including blacksmiths' pay-roll,	2,021 40	
Hay, straw, feed,	13,430 54	
Office expenses, stationery and depot expenses,	1,580 07	
Salaries,	3,800 00	
Insurance,	506 67	
Watchmen, switchmen, hostlers, pay-roll,	10,537 80	
General expense of stable,	5,169 65	
Drivers,	17,100 00	
Fluid, fuel, oil and gas,	236 65	
Damage for injury of persons,	5,000 00	
Total,		66,623 67

Total expenses for maintaining and operating the road, \$71,813 69

RECEIPTS.

MONTHS.	PASSENGERS.	RENT.	OTHER SOURCES.	TOTAL.
January, 1888,	\$7,315 00			\$7,315 00
February, 1888,	6,662 00			6,662 00
March, 1888,	7,268 00			7,268 00
April, 1888,	7,294 00			7,294 00
May, 1888,	8,845 00			8,845 00
June, 1888,	7,760 00		\$278 75	8,038 75
July, 1888,	8,023 00	\$218 00		8,241 00
August, 1888,	7,614 00			7,614 00
September, 1888,	8,778 00			8,778 00
October, 1888,	8,097 00			8,097 00
November, 1888,	8,480 00			8,480 00
December, 1888,	8,861 00	235 00	673 35	9,769 35
Total,	\$94,997 00	\$453 00	\$952 10	\$96,402 10

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	\$71,813 69
Interest,	4,500 00
Dividends,	18,000 00
Miscellaneous,	1,500 24
Municipal taxes,	1,440 00
State taxes,	953 26
Total,	\$98,207 19

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$85,000 00
Equipment,	55,000 00
Real estate,	35,000 00

GENERAL BALANCE SHEET, 1888—CONTINUED.

Extension of way,	2,527 24
Cash in office, \$400 00; cash in bank, \$11,575 35; total,	11,975 35
Accounts due from corporations, etc.,	61,035 15
	<u>\$250,537 74</u>

LIABILITIES.

Capital stock,	\$100,000 00
Bonds,	75,000 00
Unclaimed dividends,	405 78
Coupon account,	246 52
Right of way,	37,429 51
Surplus,	37,455 93
	<u>\$250,537 74</u>

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year : January 5, 1888, 9 per cent. on \$100,000 00; July 3, 1888, 9 per cent. on \$100,000 00.

Paid in dividends, cash,	\$18,000 00
Balance for the year, or surplus—net earnings,	17,695 15
Surplus at commencement of the year,	37,760 78
Total surplus,	37,455 93
Surplus invested as follows :	
Cash,	\$11,975 35
Balance of accounts due company,	22,953 34
Other items,	2,527 24

FORT PITT INCLINE PLANE COMPANY.

REPORT FOR THE YEAR ENDING JUNE 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
William Flinn,	President,	Pittsburgh, Pa.
S. H. French,	Secretary,	Pittsburgh, Pa.
L. H. Williams,	Treasurer,	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
William Flinn,	Pittsburgh, Pa.	George I. Whitney, . . .	Pittsburgh, Pa.
L. H. Williams,	Pittsburgh, Pa.	James J. Booth,	Pittsburgh, Pa.
F. L. Stephenson,	Pittsburgh, Pa.	S. H. French,	Pittsburgh, Pa.

GENERAL INFORMATION.

Title of company : Fort Pitt Incline Plane Company.

By whom is the road operated ? Fort Pitt Incline Plane Company.

General office of the company, No. 125 Fourth avenue, Pittsburgh, Pa.

For information relating to this report, address S. H. French, Secretary, No. 125 Fourth avenue, Pittsburgh, Pa.

What kind of power is used for propelling the ears on your road ? Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter June 6, 1881 ; name, Fort Pitt Incline Plane Company.

CAPITAL STOCK.

Amount authorized by law,	\$60,000 00
Amount authorized by votes of company,	60,000 00
Amount subscribed,	60,000 00
Number of shares issued,	1,200
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due November 1, 1901 ; bear interest at 6 per cent., which is payable May 1st, and November 1st.), amount, . .	\$30,000 00
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UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$1,150 00
Total amount of funded and unfunded debt,	\$31,150 00
Funded debt as per last report,	2,400 00
Total cash realized from capital stock and debt,	\$91,150 00

COST OF ROAD AND EQUIPMENT.

Construction,	\$96,398 05
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CHARACTERISTICS OF ROAD.

Length of road laid, double track,	350 feet.
Length of double track, including sidings, in all,	350 feet.
Gauge of road,	10 feet.
Number of depots,	2
Number of first-class passenger cars and freight,	2

Material of foundation upon which track is laid : Rock foundation.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

July, 1887,	22,612	February, 1888,	28,543
August, 1887,	26,092	March, 1888,	24,846
September, 1887,	23,003	April, 1888,	26,637
October, 1887,	27,901	May, 1888,	27,403
November, 1887,	26,589	June, 1888,	26,411
December, 1887,	29,997		
January, 1888,	26,464	Total,	316,498

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents
Exchange tickets, 54 commutation, 50 cents ; monthly, 75 cents.	
Tickets in packages of ten, sold for,	25 cents
Fifteen, one horse tickets,	\$1 00
Ten, two horse tickets,	1 00
Five, four horse tickets,	1 00

RECEIPTS.

MONTHS.	FROM PASSENGERS.	WAGONS.	NO. OF PASSENGERS.	NO. OF WAGONS.	TOTAL.
July, 1887,	\$640 85	\$62 00			\$702 85
August, 1887,	691 70	77 70			769 40
September, 1887,	642 40	67 10			709 50
October, 1887,	723 20	120 25			843 45
November, 1887,	643 35	78 50			721 85
December, 1887,	711 24	119 85			831 09
January, 1888,	622 30	86 80			709 10
February, 1888,	596 60	57 70			654 30
March, 1888,	609 10	49 95			659 05
April, 1888,	684 20	111 70			795 90
May, 1888,	665 50	110 20			775 70
June, 1888,	650 80	88 05			738 85
Total,	\$7,884 21	\$1,029 80	316,498	10,545	\$8,914 01

SUMMARY OF PAYMENTS.

Construction,	\$140 70
Hands,	4,239 70
Interest,	1,880 60
Miscellaneous expense, oil, insurance and gas,	1,477 40
Municipal tax,	134 00
Total,	\$7,872 40

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Cost of plane,	\$96,398 00
Cash on hand,	212 00
Real estate,	588 00
Accounts outstanding,	113 00
Total,	\$97,311 00

GENERAL BALANCE SHEET, 1888—CONTINUED.

LIABILITIES.	
Capital stock,	\$60,000 00
Bonds,	30,000 00
W. H. Brown,	10 99
Philadelphia company,	100 00
Bills payable,	1,150 00
Profit and loss,	6,051 05
	<hr/>
	\$97,312 04
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FRANKFORD AND SOUTHWARK (PHILADELPHIA CITY) PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
John Noblit,	President,	Philadelphia, Pa.
Thomas S. Harris,	Secretary,	Philadelphia, Pa.
R. C. Brewster,	Treasurer,	Philadelphia, Pa.
T. Elwood Cox,	General Superintendent,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Alfred Smith,	Philadelphia, Pa.	John L. Lawson,	Philadelphia, Pa.
John Noblit,	Philadelphia, Pa.	David Fleming,	Philadelphia, Pa.
Thomas McClary,	Wilmington, Del.	Horace Geiger,	Philadelphia, Pa.
Edgar Fries,	Philadelphia, Pa.	Frank Weckerly,	Philadelphia, Pa.
James H. Gay,	Philadelphia, Pa.	George I. Gandy,	Philadelphia, Pa.
M. W. Lipper,	Philadelphia, Pa.	Jeremiah J. Sullivan,	Philadelphia, Pa.
Charles S. Lincoln,	Philadelphia, Pa.		

GENERAL INFORMATION.

Title of company: Frankford and Southwark (Philadelphia City) Passenger Railway Company.

By whom is the road operated: By the company.

General offices of the company at 2501 Kensington avenue, Philadelphia, Pa.

For information concerning this report, address R. C. Brewster, Treasurer, 2501 Kensington avenue, Philadelphia, Pa.

What kind of power is used for propelling the ears on your road: Horses and steam.

CAPITAL STOCK.

Amount authorized by law,	\$750,000 00
Amount authorized by the votes of company,	750,000 00
Amount subscribed,	750,000 00
Amount now paid in,	750,000 00
Number of shares issued, 15,000	
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Second mortgage bonds (due May 1, 1891; bear interest at 7 per cent., which is payable May 1 and November 1), amount,	\$100,000 00
Total amount of funded and unfunded debt,	100,000 00
Total cash realized from capital stock and debt,	\$850,000 00

COST OF ROAD AND EQUIPMENT.

Construction,	\$582,004 38
Equipment,	443,983 03
Total cost,	\$1,025,987 40

CHARACTERISTICS OF ROAD.

Length of road laid,	18.10 miles.
Length of double track, including sidings,	5.48 miles.
Gauge of road,	5 ft. 2 in.
Weight of rail per yard on main track,	47 pounds.
Number of car houses, shops and stables,	8
Number of depots,	4
Number of first-class passenger cars and dummies,	108
Average value of each: Horse cars, \$800; steam cars,	\$3,000 00
Number of passengers that may be seated in each car: 22 in horse cars; 32 in steam cars.	
Number of horses and mules owned by the company,	672
Average value of each, including harness, about,	\$85 00
Value of real estate held, exclusive of roadway,	125,000 00
Average weight, in pounds, of passenger cars, exclusive of passengers and baggage: Horse cars, 4,400; steam,	7,000
Average rate of speed adopted by passenger cars, including stops (miles per hour),	5.14
Number of trips each day: Main section, 300; Green line, 267; Frank- linville, 75; Frankford,	90
Number of miles traveled by each horse daily,	22
Average time consumed by cars in passing over the road: 1 hour and 54 minutes, round trip.	

Material of foundation upon which track is laid: Yellow pine.

Describe the route of your road in detail, giving the streets occupied and connections with other roads: Same as report of 1887.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

January, 1888,	1,008,971	August, 1888,	1,104,763
February, 1888,	979,787	September, 1888,	1,213,204
March, 1888,	1,033,173	October, 1888,	1,260,888
April, 1888,	1,128,713	November, 1888,	1,224,341
May, 1888,	1,202,778	December, 1888,	1,265,406
June, 1888,	1,127,293		
July, 1888,	1,104,975	Total,	13,654,292

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Exchange tickets,	8 cents.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$16,157 80
Taxes on real estate,	3,762 29
Total,	\$19,920 09

OPERATING THE ROAD.

Taxes on horses, dividends, capital and gross receipts,	\$29,442 21
On account of horses,	20,282 00
Harness and repairs,	2,415 82
Repairs to cars and steamers,	14,141 09
Horse shoeing,	11,458 99
Hay, straw, feed,	74,761 75
Office expenses, stationery, depot expenses and miscellaneous,	38,504 64
Salaries of officers,	10,149 96
Insurance,	880 80
Watchmen, switchmen and flagmen,	5,348 87.

EXPENSES—CONTINUED.

General expense of stable and hostlers,	\$35,489 87	
Conductors, drivers and engineers,	141,917 17	
Oil,	537 44	
Damage for injury of persons, vehicles, etc.,	1,829 45	
		387,160 06
Total,		\$407,080 15

RECEIPTS.

MONTHS.	PASSENGERS.	RENT.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888,	\$48,430 60	\$225 00		\$4,029 38	\$52,684 98
February, 1888,	47,029 78	225 00	\$969 50	109 30	48,333 58
March, 1888,	48,559 12	225 00		402 91	49,187 03
April, 1888,	53,059 52	225 00		477 45	53,761 97
May, 1888,	55,327 81		819 17	77 45	56,224 43
June, 1888,	51,855 50	225 00		231 87	52,312 37
July, 1888,	50,828 87	225 00		360 69	51,414 56
August, 1888,	50,819 11	225 00	815 83	116 00	51,975 94
September, 1888,	55,807 40			234 99	56,042 39
October, 1888,	58,000 85	225 00		532 80	58,758 65
November, 1888,	56,319 70	225 00	820 00	127 67	57,492 37
December, 1888,	58,067 37	450 00		150 60	58,667 97
Total,	\$634,105 63	\$2,475 00	\$3,424 50	\$6,851 11	\$646,856 24

SUMMARY OF PAYMENTS.

Construction,	\$300,00
Equipment,	9,101 95
Maintaining the road or real estate of the corporation, and operating the road,	407,080 15
Dividends,	232,500 00
Miscellaneous,	8,998 95
Total,	\$657,981 05

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction and equipment,	\$1,025,987 40
Accounts receivable,	548 28
Cash,	118,157 62
	\$1,144,693 30

LIABILITIES.

Capital stock,	\$750,000 00
Bonds,	100,000 00
Sinking fund,	2,014 70
Earnings appropriated to construction, equipment and supplies,	292,678 60
	\$1,144,693 30

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies declared during the year:

January, 13 per cent. on \$750,000,	\$97,500 00
April, 6 per cent on \$750,000,	45,000 00
July, 6 per cent. on \$750,000,	45,000 00
October, 6 per cent. on 750,000,	45,000 00
	\$232,500 00

Paid in dividends, cash,

ACCIDENTS.

Passengers injured,	1
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GERMANTOWN PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Craig D. Ritchie,	President,	Philadelphia, Pa.
Lewis S. Reushaw,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Craig D. Ritchie,	Philadelphia, Pa.	William Dulles,	Philadelphia, Pa.
Meyer Siedenbach,	Philadelphia, Pa.	Samuel H. Jarden,	Philadelphia, Pa.
Clarence B. Moore,	Philadelphia, Pa.	William De Ford Baker,	Philadelphia, Pa.

Date of annual meeting for election of directors, second Monday in June.

GENERAL INFORMATION.

Title of company : Germantown Passenger Railway Company.

By whom is the road operated : People's Passenger Railway Company.

General offices of the company at 1001 Chestnut street, Philadelphia.

CAPITAL STOCK.

Amount authorized by law,	\$1,500,000 00
Amount authorized by votes of company,	1,500,000 00
Amount subscribed,	1,500,000 00
Amount now paid in, common,	572,800 00
Number of shares issued,	30,000
Amount paid in on each share, \$15.00 on 20,000 and \$35.00 on 10,000 shares.	
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due June, 1904; bear interest at 5 per cent., which is payable June and December), amount,	\$67,500 00
Second mortgage bonds (due October, 1899; bear interest at 5 per cent., which is payable April and October), amount,	160,000 00
Total amount of funded debt,	\$227,500 00

NOTE.—The Germantown Passenger Railway is leased to the People's Passenger Railway Company, of Philadelphia, for 999 years from October 1, 1881, at an annual rental of \$135,000. Lessee pays in addition to rental all interest on bonds, taxes, running expenses, etc. A detailed report will be made by the lessee.

GREEN AND COATES STREETS PHILADELPHIA PAS- SENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Moses A. Dropsie,	President,	Philadelphia, Pa.
Lewis S. Renshaw,	Secretary and Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
James McManes,	Philadelphia, Pa.	Oliver Hopkinson,	Philadelphia, Pa.
Phineas Fries,	Philadelphia, Pa.	Meyer Siedenbach,	Philadelphia, Pa.
William Dulles,	Philadelphia, Pa.	Alfred Horner,	Philadelphia, Pa.
Charles J. Walton,	Philadelphia, Pa.	Clarence B. Moore,	Philadelphia, Pa.
Clarence S. Kates,	Philadelphia, Pa.	Mayer Troutman,	Philadelphia, Pa.
James F. Sullivan,	Philadelphia, Pa.	Joseph Koch,	Philadelphia, Pa.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Title of company: Green and Coates Streets Philadelphia Passenger Railway Company.

By whom is the road operated: People's Passenger Railway Company.

General offices of the company at 1001 Chestnut street, Philadelphia.

CAPITAL STOCK.

Amount authorized by law,	\$500,000 00
Amount authorized by votes of company,	500,000 00
Amount subscribed,	500,000 00
Amount now paid in, common,	150,000 00
Number of shares issued, 10,000	
Amount paid in on each share,	15 00
Par value of each share,	50 00

DEBT..

FUNDED DEBT.

First mortgage bonds (due July 15, 1898; bear interest at 6 per cent., which is payable January 15 and July 15), amount,	\$100,000 00
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CHARACTERISTICS OF ROAD.

The Green and Coates Streets Philadelphia Passenger Railway Company was leased to the People's Passenger Railway Company for the term of 999 years, from September 1, 1881, for rental of \$60,000.00 per annum.

A detailed report will be made by the lessee.

HARRISBURG CITY PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Henry A. Kelker,	President,	Harrisburg, Pa.
William K. Alricks,	Vice President,	Harrisburg, Pa.
Alexander Roberts,	Secretary,	Harrisburg, Pa.
Rudolph F. Kelker,	Treasurer,	Harrisburg, Pa.
Samuel B. Reed,	Superintendent,	Harrisburg, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Henry A. Kelker, . . .	Harrisburg, Pa.	J. F. Rohrer,	Harrisburg, Pa.
William K. Alricks, . . .	Harrisburg, Pa.	Geo. W. Reilly, M. D., . . .	Harrisburg, Pa.
John T. Eosminger, . . .	Harrisburg, Pa.	J. G. M. Bay,	Harrisburg, Pa.
David Fleming,	Harrisburg, Pa.	John Whitman,	Harrisburg, Pa.
William R. Gorgas, . . .	Harrisburg, Pa.	Jacob Haehnlen,	Harrisburg, Pa.
Harris Cohen,	Harrisburg, Pa.		

GENERAL INFORMATION.

Title of company : Harrisburg City Passenger Railway Company.

By whom is the road operated : By aforesaid company.

With what other companies consolidated : With none other company.

General office of the company at 27 South Second street, Harrisburg, Pa.

For information relating to this report, address Rudolph F. Kelker, Treasurer.

What kind of power is used for propelling the cars on your road ? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company incorporated by act of assembly of Pennsylvania, in 1861. See pamphlet laws (appendix of 1865). Road built in 1865. Said act approved May 1, 1861.

By act of assembly approved April 1, 1873, authority was given to sell the road and to make a deed to the purchaser or purchasers thereof, and granting to them, their heirs and assigns, all the privileges as rights and immunities authorized by the original act of incorporation, and said purchasers incorporated under the name of the Harrisburg City Passenger Railway Company.

NOTE.—In the act of 1873, as published in the pamphlet laws of that year, the purchasers are said to be styled the "Harrisburg City Passenger Railroad Company," which is a misprint. By reference to the manuscript law in the State Department it will be found that the corporate title is "The Harrisburg City Passenger Railway Company."

After the reorganization of the company, the tracks were extended, from time to time, until they cover the streets and route described elsewhere.

The cars are run only on secular days, and have never been run upon the Lord's day.

CAPITAL STOCK.

Amount authorized by law is unlimited.

Amount authorized by votes of the company,	\$100,000 00
Amount subscribed,	100,000 00
Amount now paid in, common,	100,000 00
Number of shares issued, 4,000	
Amount paid in on each share,	25 00
Par value of each share,	25 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction : Temporary loan,	\$8,500 00
Unfunded debt as per last report,	\$9,500 00

COST OF ROAD AND EQUIPMENT.

Construction for 1887, \$77,585.66 ; add for 1888, \$5,572.03 ; total,	\$83,157 69
Equipment for 1887, \$59,313.22 ; add for 1888, \$2,543.39 : total,	61,856 61
Total cost,	\$145,014 30

CHARACTERISTICS OF ROAD.

Length of road laid,	5 m. and 320 ft.
Length of track, including sidings,	5 m. and 1320 ft.
Gauge of road,	5 ft. 2½ ins.
Weight of rail per yard on main track,	38, 42, 44, 47 & 54 lbs.
Number of car houses, 2 ; shops, 2 ; stables, 2 ; total,	6
Number of depots,	1
Number of first-class passenger cars, 20 for one horse and 6 for two horses ; total,	26
Average value of each,	\$500 00
Number of passengers that may be seated in each car : 14 in one horse and 30 in two horse cars.	
Number of horses owned by the company,	75
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of roadway,	\$30,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,300 & 4,300
Average rate of speed adopted by passenger cars, including stops (miles per hour),	4½
Number of trips each day,	7
Number of miles traveled by each horse daily,	21
Average time consumed by cars in passing over the road,	2 h. and 20 m.

Material of foundation upon which track is laid : Gravel and stone, wooden stringers and ties. Large portion of track laid with Johnston steel street rails.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads : Delaware avenue ; down Third street to Walnut, out Walnut to Second street ; down Second street to Vine ; out Vine to Race ; down Race to Hanna street ; from Maclay street down Sixth and Fourth streets to Market street, and from intersection of Reily and Sixth streets, down Reily to Second street ; thence down Second street to Market square ; thence out Market street to depots of Pennsylvania Railroad Company and Philadelphia and Reading Railroad Company.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES), CARRIED IN CARS FOR
THE YEAR.

January, 1888,	61,130	September, 1888,	67,537
February, 1888,	53,915	October, 1888,	64,198
March, 1888,	59,682	November, 1888,	55,850
April, 1888,	54,376	December, 1888,	66,745
May, 1888,	60,636		
June, 1888,	59,921	Total,	743,104
July, 1888,	64,545		
August, 1888,	74,569		

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Tickets in books of 50 sold for,	\$2 00

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$6,013 94
Repairs of buildings,	311 75
Taxes on real estate,	118 94
	<u>\$6,444 63</u>

OPERATING THE ROAD.

Rent of ground for waiting room, Race street,	\$12 00
On account of horses,	1,330 00
Harness and repairs,	130 30
Repairs of cars,	1,083 09
Horse shoeing,	1,001 93
Hay, straw, feed,	7,284 99
Office expenses, stationery and depot expenses,	548 20
Salaries,	2,390 00
Insurance,	272 49
Watchmen, switchmen, hostlers, pay-roll,	2,857 98
General expenses of stable,	150 62
Conductors and drivers,	8,894 89
Fuel, oil and gas,	597 89
Total,	<u>\$26,554 38</u>
Total expenses for maintaining and operating the road,	<u>\$32,999 01</u>

RECEIPTS.

MONTHS.	PASSENGERS.	RENT.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888, . . .	\$3,280 00	\$16 00	\$81 00	\$21 50	\$3,398 50
February, 1888, . . .	2,777 78	16 00	81 00	350 19	3,224 97
March, 1888, . . .	3,128 50	16 00	18 00	126 64	3,289 14
April, 1888, . . .	2,866 73	16 00	3 00	153 81	3,039 54
May, 1888, . . .	3,492 53	16 00	33 75	176 00	3,418 28
June, 1888, . . .	3,227 85	16 00	25 00	345 00	3,613 85
July, 1888, . . .	3,368 23	8 00	40 50		3,416 78
August, 1888, . . .	3,357 70	24 00		120 00	3,501 70
September, 1888, . .	3,253 32	16 00		66 04	3,335 36
October, 1888, . . .	3,111 17	16 00	54 00	102 20	3,283 37
November, 1888, . .	2,717 11	16 00	13 50	3,517 60	6,264 21
December, 1888, . .	3,269 48	16 00	118 00	1,307 25	4,710 73
Total,	<u>\$37,550 45</u>	<u>\$192 00</u>	<u>\$467 75</u>	<u>\$6,286 23</u>	<u>\$44,496 43</u>

SUMMARY OF PAYMENTS.

Construction : Re-laying track, \$5,572 03; repairs to track, \$441 91; repairs to building, \$311 75; total,	\$6,325 69
Equipment: Harness, \$130 30; horses, \$1,330 00; repairs to cars, \$1,083 09; total,	2,543 39

SUMMARY OF PAYMENTS—CONTINUED.

Maintaining the road or real estate of the corporation, and operating the road, exclusive of horses, \$1,330 00; harness, \$130 36; car repairs, \$1,083 09, and rent, \$12 00,	23,998 99
Interest,	392 08
Dividends,	6,000 00
Payments to loan account,	4,500 00
Miscellaneous: Tax on real estate, \$118 94; rent, \$12,	130 94
Municipal taxes,	346 38
State taxes,	295 61
Money refunded,	7 17
Total,	<u>\$44,540 25</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$83,157 69	
Equipment,	61,856 61	\$145,014 30
Steel street rails, to be used in extending track,	\$1,572 24	
14 tons coal at \$4 40, cost,	61 60	
12,500 feet yellow pine ties at \$19 50, cost,	243 75	
600 bushels oats at 32 cents,	192 00	
800 bushels corn at 45 cents,	360 00	
12 tons hay at \$13,	156 00	
Old rails, and center bearing steel rails, in all	200 00	
	<u>2,785 59</u>	
Cash on hand close of business December 31, 1888,	3,869 10	
		<u>\$151,668 99</u>

LIABILITIES.

Capital stock paid up,	\$100,000 00
Unfunded debt, being temporary loan made from Harrisburg National Bank to purchase steel rails for re-laying part of the track,	8,500 00
Balance,	43,168 99
	<u>\$151,668 99</u>

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: 1888, January 9, dividend 3 per cent., \$3,000 00; 1888, July 9, dividend 3 per cent., \$3,000 00; total, \$6,000 00.

Paid in dividends, cash,	\$6,000 00
Total surplus, balance on hand December 31, 1888,	3,869 10

HESTONVILLE, MANTUA AND FAIRMOUNT PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Charles H. Lafferty,	President,	3513 Spring Garden street.
W. C. Foster,	Secretary and Treasurer, . .	411 South Tenth street.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John Keller,	Lancaster, Pa.	Henry Donahue,	3965 Market street.
Levi N. Wagner,	627 North Seven- teenth street.	S. Gustave Thompson, .	259 South Fourth street.
J. R. Griffith,	119 North Third street.		

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Title of company : Hestonville, Mantua and Fairmount Passenger Railroad Com.
pany.

By whom is the road operated : President and directors.

General offices of the company at 4300 Lancaster avenue, Philadelphia.

For information relating to this report, address W. C. Foster, as above.

What kind of power is used for propelling the cars on your road ? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

We are unable to give any definite answer to above question.

CAPITAL STOCK.

Amount authorized by law,	\$2,050,000 00
Amount now paid in, common,	299,381 36
Number of shares issued,	39,322
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due 1901; bear interest at 6 per cent., which is payable January and July), amount,	\$124,500 00
First mortgage bonds (due 1895; bear interest at 6 per cent., which is payable May and November), amount,	300,000 00
First mortgage bonds (due 1902; bear interest at 6 per cent., payable March and September),	75,000 00
Total amount of funded debt,	\$499,500 00

DEBT—CONTINUED.

UNFUNDED DEBT.

Total amount of unfunded debt,	20,129 00
Total amount of funded and unfunded debt,	\$519,629 00
Total cash realized from capital stock and debt,	\$819,010 36

COST OF ROAD AND EQUIPMENT.

Construction,	\$408,996 06
Equipment,	139,198 50
Total cost,	\$548,194 56

CHARACTERISTICS OF ROAD.

Length of road laid,	20 miles.
Length of double track, including sidings,	50 squares.
Gauge of road,	5 ft. 2 ins.
Weight of rail per yard on main track,	47 lbs.
Number of car houses, shops and stables,	5
Number of depots,	2
Number of first-class passenger cars, 58 box, 22 one horse, 15 open, .	95
Average value of each,	\$500 00
Number of passengers that may be seated in each car,	22
Number of other cars, sweepers, etc.,	6
Number of horses owned by the company,	489
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of roadway,	319,111 74
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,800
Average rate of speed adopted by passenger cars, including stops (miles per hour),	5
Number of trips each day: 9 on Arch, 13 on Race and Vine,	22
Number of miles traveled by each horse daily,	20
Average time consumed by cars in passing over the road: Arch, 90 minutes; Race and Vine, 70 minutes.	

Material of foundation upon which track is laid: Yellow pine on gravel.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Arch street line: From depot, Lancaster avenue to Haverford, to Thirty-third street, to Spring Garden, crossing bridge to Twentieth, to Arch, to Second; returning, Arch to Twenty-first, to Callowhill, to Twenty-third, to Spring Garden, crossing bridge to Lancaster avenue, to depot.

Race and Vine street line: From depot, Callowhill street, to Biddle, to Hamilton, to Twenty-second, to Race, to Second street, to Walnut, to Dock; returning, to Third, to Vine, to Twenty-third, to Callowhill, to depot.

Hestonville branch: From depot to Fifty-second street, to George's Hill, and return same route.

Thirty-fifth street branch: From Thirty-fifth and Spring Garden to Zoological Garden and return, double track.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES), CARRIED IN CARS FOR THE YEAR.

January, 1888,	430,063	August, 1888,	500,346
February, 1888,	410,755	September, 1888,	503,758
March, 1888,	422,437	October, 1888,	523,478
April, 1888,	460,466	November, 1888,	505,215
May, 1888,	497,521	December, 1888,	516,499
June, 1888,	506,506		
July, 1888,	522,637	Total,	5,804,686

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Exchange tickets,	8 cents
Tickets in packages of 5 sold for,	25 cents.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$8,530 96
Repairs of buildings,	3,139 42
Taxes on real estate,	3,244 52
Total,	\$14,914 90

OPERATING THE ROAD.

On account of horses,	\$21,560 30
Harness and repairs,	1,473 87
Repairs to cars,	8,085 30
Horse shoeing,	7,007 45
Hay, straw, feed,	51,252 80
Office expenses, stationery and depot expenses, . . .	10,676 13
Salaries,	7,499 93
Insurance,	665 04
Toll and royalty,	3,356 59
General expense of stable,	26,747 22
Conductors and drivers,	80,787 11
Fluid, fuel, oil and gas,	2,484 91
Damage for injury of persons,	5,436 51
Total,	227,033 16
Total expenses for maintaining and operating the road,	\$241,948 06

RECEIPTS.

MONTHS.	PASSENGERS.	RENT.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888, . . .	\$21,332 73	\$50 00		\$205 00	\$21,587 73
February, 1888, . . .	20,365 65	50 00	\$155 78	1,102 80	21,674 23
March, 1888, . . .	20,910 05	50 00		432 33	21,392 38
April, 1888, . . .	21,108 67	50 00	6 00	417 53	21,582 20
May, 1888, . . .	21,799 53	50 00	118 91	557 91	25,526 35
June, 1888, . . .	25,606 65	50 00	26 00	1 88	25,684 53
July, 1888, . . .	26,274 12	25 00	300 00		26,599 12
August, 1888, . . .	25,236 70	25 00	341 95	228 74	25,832 39
September, 1888, . .	24,814 23	25 00	267 97	392 96	25,500 16
October, 1888, . . .	25,731 98	25 00	232 69	439 34	26,429 01
November, 1888, . .	21,716 58	25 00	4 90	314 33	25,060 81
December, 1888, . .	24,987 40	33 00	71 81	472 13	25,564 34
Total,	285,884 29	458 00	1,526 01	4,564 95	292,433 25

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	\$238,703 54
Interest,	37,806 36
Payments to loan account,	4,650 00
Miscellaneous,	450 00
Municipal taxes,	5,369 52
State taxes,	2,670 04
Total,	\$289,649 46

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$408,996 66
Equipment,	139,198 50
Real estate,	319,111 74
Cash,	12,019 90
Bills receivable,	275 00
Real estate sales,	67,908 22
Ground rent,	1,000 00
City of Philadelphia,	500 00
	<hr/>
	\$949,009 42
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LIABILITIES.

Capital stock,	\$299,381 36
Hestonville first mortgage, new account,	300,000 00
Hestonville second mortgage,	75,000 00
Race and Vine streets mortgage,	124,500 00
Bills payable,	20,129 00
Hestonville first mortgage,	600 00
Hestonville first mortgage coupons,	367 50
Bonds and mortgage on real estate,	97,999 99
Dividends,	698 45
Conductors' deposits,	900 00
Drivers' deposits,	47 00
Race and Vine streets coupons,	230 00
Profit and loss,	29,156 12
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	\$949,009 42
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ACCIDENTS.

Passengers injured,	3
Others injured,	2
	<hr/>
Total,	5
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JOHNSTOWN PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
James McMillen,	President,	Johnstown, Pa.
B. L. Yeagley,	Secretary,	Johnstown, Pa.
W. H. Rosensteel, Jr.,	Treasurer,	Johnstown, Pa.
D. J. Duncan,	General Superintendent,	Johnstown, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
James McMillen,	Johnstown, Pa.	Charles F. Kress,	Johnstown, Pa.
W. H. Rosensteel,	Johnstown, Pa.	Andrew Foster,	Johnstown, Pa.
Jacob Fend,	Johnstown, Pa.	James J. Fronheiser,	Johnstown, Pa.
Alexander Kennedy,	Johnstown, Pa.		

Date of annual meeting for election of directors, June 1, 1889.

GENERAL INFORMATION.

Title of company : Johnstown Passenger Railway Company.

By whom is the road operated ? Johnstown Passenger Railway Company.

General offices of the company at Johnstown, Pa.

For information relating to this report, address Treasurer or Secretary of company.

What kind of power is used for propelling cars on your road ? Horses,

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter for Johnstown Passenger Railway Company was granted May 8, 1882. The road was put under contract during the summer of 1882, but was not completed until midwinter, and was not operated until April 13, 1883, since which date cars have been run regularly, excepting two days in January, 1884, when track was blocked by an ice flood.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount authorized by votes of company,	100,000 00
Amount subscribed,	100,000 00
Amount now paid in, common,	100,000 00
Number of shares issued,	2,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

Total cash realized from capital stock and debt,	\$100,000 00
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COST OF ROAD AND EQUIPMENT.

Equipment,	\$845 60
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CHARACTERISTICS OF ROAD.

Length of road laid,	7½ miles.
Length of double track, including sidings (11 sidings),	200 feet.
Gauge of road,	5 ft. 3 ins.
Weight of rail per yard on main track,	41 and 43 lbs.
Number of car houses, shops and stables: 1 car house, 1 stable.	
Number of depots,	
Number of first-class passenger cars,	18
Average value of each,	\$500 00
Number of passengers that may be seated in each ear.	23
Number of horses and mules owned by the company: 8 mules and 68 horses.	
Average value of each, including harness,	\$150 00
Value of real estate held, exclusive of roadway,	\$7,050 00
Average weight in pounds of passenger cars, exelusive of passengers and baggage.	4,500
Average rate of speed adopted by passenger ears, including stops (miles per hour).	
Number of trips each day,	
Number of miles traveled by each horse daily,	1
Average time consumed by cars in passing over the road,	2 hour

Material of foundation upon which track is laid: Oak ties, pine stringers.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: See former reports.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	54,363	August, 1888,	70,43
February, 1888,	60,966	September, 1888,	74,32
March, 1888,	65,533	October, 1888,	63,64
April, 1888,	69,025	November, 1888,	60,21
May, 1888,	72,503	December, 1888,	64,55
June, 1888,	66,958		
July, 1888,	83,177	Total,	805,69

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cent
Fifty coupon school tickets,	\$1 5

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$2,177 54	
Repairs of buildings,	653 48	
Taxes on real estate,	220 93	
Total,		\$3,051 9

OPERATING THE ROAD.

On account of horses,	\$2,781 00	
Harness and repairs,	261 00	
Repairs of cars,	605 40	
Horse shoeing,	1,787 20	
Hay, straw, feed,	7,544 16	
Office expenses, stationery and depot expenses,	399 19	
Salaries,	2,609 94	
Insurance,	616 73	
Watchmen, switchmen, hostlers, pay-roll.	4,901 71	
General expenses of stable,	755 19	
Conductors and drivers,	6,367 35	
Fluid, fuel. oil and gas,	848 74	
Total,		29,477 6

Total expenses for maintaining and operating the road, \$32,529 5

RECEIPTS.

MONTHS.	FROM PASSENGERS.	RENT.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888, . .	\$2,668 43	\$5 00	\$50 00	\$52 00	\$2,775 43
February, 1888, . .	2,985 80	5 00		2 00	2,992 80
March, 1888, . . .	3,162 30	5 00		2 00	3,169 30
April, 1888, . . .	3,412 19	5 00		17 00	3,434 19
May, 1888,	3,489 23	5 00	50 00	27 00	3,571 23
June, 1888,	3,339 79	5 00		143 75	3,488 54
July, 1888,	4,033 29	5 00		2 00	4,040 29
August, 1888, . . .	3,590 12	5 00		2 00	3,597 12
September, 1888, .	3,535 69	5 00		2 00	3,542 69
October, 1888, . .	3,238 26	5 00	5 00	408 92	3,657 18
November, 1888, .	2,838 44	5 00		2 00	2,845 44
December, 1888, .	3,306 77	18 92		2 00	3,327 69
Total,					\$40,441 90

SUMMARY OF PAYMENTS.

Equipment,	\$845 60
Maintaining the road or real estate of the corporation, and operating the road,	32,529 56
Dividends,	6,000 00
State taxes,	322 38
Total,	\$39,697 54

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$109,061 91
Supplies,	521 95
Cash,	7,928 96
	\$117,512 82

LIABILITIES.

Capital stock,	\$100,000 00
Earnings applied to construction and equipment,	9,583 86
Surplus,	7,928 96
	\$117,512 82

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:	
May 1, 1888, 3 per cent., semi-annual,	\$3,000 00
November 1, 1888, 3 per cent., semi-annual,	3,000 00
Paid in dividends, cash,	6,000 00
Balance for the year, or surplus,	\$965 69
Surplus at commencement of the year,	6,963 27
Total surplus,	\$7,928 96

LANCASTER CITY PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

DIRECTORS.

NAMES.	OFFICES.	RESIDENCES.
W. D. Sprecher,	President,	Lancaster, Pa.
A. T. Hostetter,	Secretary,	Lancaster, Pa.
J. H. Baumgardner,	Treasurer,	Lancaster, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
B. J. McGramm,	Lancaster, Pa.	J. S. Rengier,	Lancaster, Pa.
W. D. Sprecher,	Lancaster, Pa.	J. A. Coyle,	Lancaster, Pa.
A. F. Hostetter,	Lancaster, Pa.	J. H. Baumgardner,	Lancaster, Pa.
S. S. High,	Lancaster, Pa.		

GENERAL INFORMATION.

Title of company : Lancaster City Street Railway Company.

By whom is the road operated : Lancaster City Street Railway Company.

General offices of the company at 129 North Queen street, Lancaster, Pa.

For information relating to this report, address J. H. Baumgardner, Treasurer.

What kind of power is used for propelling the cars on your road ? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter was granted to the Lancaster City Street Railway Company on November 28, 1883; capital, \$10,000.00; 5,800 feet of road was built the following spring and opened to the public June 9, 1884. Since then the capital has been increased to \$75,000.00 and the length of the road increased to 3 56 miles.

CAPITAL STOCK.

Amount authorized by law,	\$10,000 00
Amount authorized by votes of company,	65,000 00
Amount subscribed,	45,800 00
Amount now paid in, common,	45,800 00
Number of shares issued,	916
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$15,000 00
Unfunded debt as per last report,	5,000 00
Total cash realized from capital stock and debt,	60,800 00

COST OF ROAD AND EQUIPMENT.

Construction,	\$32,963 52
Equipment,	12,653 58
Total cost,	\$45,617 10

CHARACTERISTICS OF ROAD.

Length of road laid,	3.56 miles.
Gauge of road,	5 ft. 2½ ins.
Weight of rail per yard on main track,	38, 47 and 52 lbs.
Number of car houses, shops and stable,	1
Number of first-class passenger cars,	14
Average value of each,	\$632 00
Number of passengers that may be seated in each car: Forty seats in 6 cars, and 14 seats in 8 cars.	
Number of horses and mules owned by the company,	19 horses.
Average value of each, including harness,	\$191 50
Value of real estate held, exclusive of roadway,	\$9,500 00
Average weight in pounds of passenger ears, exclusive of passengers and baggage,	3,700
Average rate of speed adopted by passenger cars, including stops (miles per hour),	3
Number of trips each day,	6
Number of miles traveled by each horse daily,	21
Average time consumed by cars in passing over the road,	2¼ hours.

Material of foundation upon which track is laid : Stringers and cross-ties.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Starting at the monument in Centre square, up East King to Duke; on North Duke to Walnut; out Walnut to New Holland pike; thence on New Holland pike to McGrann's park—a distance of 5,800 feet. Return over same.

Also connects with the above at Duke and Walnut streets; out Duke to New, to Princee, to James, to North Queen, to Pennsylvania Railroad depot—a distance of 6,760 feet. Return over the same.

Also from East King and Duke, down Duke to Vine, to South Queen, out South Queen to Morton avenue—a distance of 5,000 feet. Return over same.

One branch from the monument to the Pennsylvania Railroad depot on North Queen street—a distance of 1,200 feet.

The road connects at East King and Duke with the East End Railway Company.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	7,345	August, 1888,	18,921
February, 1888,	6,867	September, 1888,	27,521
March, 1888,	7,000	October, 1888,	12,281
April, 1888,	7,244	November, 1888,	11,972
May, 1888,	11,676	December, 1888,	16,400
June, 1888,	11,768		
July, 1888,	19,036	Total,	\$158,031

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Exchange tickets,	7 cents.
Tickets in packages of 25 sold for,	\$1 00

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$489 58
Repairs of buildings,	70 00
Taxes on real estate,	90 72
Total,	\$650 30

EXPENSES—CONTINUED.

OPERATING THE ROAD.

On account of horses,	\$208 50
Harness and repairs,	244 13
Repairs to cars,	288 09
Horse shoeing,	245 23
Hay, straw, feed,	1,775 79
Office expenses, stationery and depot,	53 85
Salaries,	480 00
Insurance,	50 00
Watchmen, switchmen, hostlers, pay-roll,	4,465 41
General expense of stable,	
Conductors and drivers,	
Fluid, fuel, oil and gas,	173 55
Damage for injury of persons,	166 25
Total,	\$8,150 80
Total expenses for maintaining and operating the road,	\$8,801 10

RECEIPTS ON CONTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

Stockholders,	\$3,650 00
Other sources,	19,426 92
Total,	\$23,076 92

RECEIPTS.

MONTHS.	PASSENGERS.	RENT.	OTHER SOURCES.	TOTAL.
January, 1888,	\$367 23		\$75 00	\$442 23
February, 1888,	343 38		90 36	433 74
March, 1888,	350 00		550 00	900 00
April, 1888,	362 20		4 57	366 77
May, 1888,	583 81		6,500 00	7,083 81
June, 1888,	588 41	\$35 00	2,080 40	2,703 81
July, 1888,	951 77		225 00	1,176 77
August, 1888,	946 03		5,215 00	6,161 03
September, 1888,	1,376 07			1,376 07
October, 1888,	614 04		250 00	864 04
November, 1888,	598 63			598 63
December, 1888,	820 02		150 00	970 02
Total,	\$7,901 59	\$35 00	\$15,140 33	\$23,076 92

SUMMARY OF PAYMENTS.

Costruction,	\$10,538 26
Equipment,	1,548 00
Maintaining the road or real estate of the corporation, and operating the road,	8,801 10
Interest,	758 46
New passenger cars and horses,	600 00
Payments to loan account,	422 03
Municipal taxes,	34 50
State taxes,	276 12
Total,	\$22,978 47

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$32,963 52
Equipment,	12,653 58
Real estate,	9,500 00
Steel, rails, tools, etc.,	1,500 00
Cash on hand,	158 63
Profit and loss,	4,024 27
Total,	\$60,800 00

GENERAL BALANCE SHEET—CONTINUED.

LIABILITIES.	
Capital stock,	\$45,800 00
Unfunded debt,	15,000 00
	<u>\$60 800 00</u>

STOCKS AND DIVIDENDS.	
Balance for the year, or surplus,	\$158 63
Surplus at commencement of the year,	60 18
	<u>\$218 81</u>

ACCIDENTS.	
Employés injured,	<u>1</u>

October 2, 1888, Maris Warfel, an employé, had his hand taken off in a hay cutting machine.

LANCASTER AND MILLERSVILLE RAILROAD COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
John C. Hager,	President,	Lancaster township, Lancaster county, Pa.
Henry S. Shirk,	Vice President,	Lancaster city, Pa.
Charles Denues,	Secretary,	Lancaster city, Pa.
Charles Denues,	Treasurer,	Lancaster city, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John C. Hager, Esq., . .	Lancaster township, Lancaster Co., Pa.	Dr. P. W. Hiestand, . .	Millersville, Lancaster Co., Pa.
Henry S. Shirk,	Lancaster city, Pa.	Jacob M. Frantz,	Lancaster township, Lancaster Co., Pa.
Samuel Bausman,	Lancaster township, Lancaster Co., Pa.	Francis Shroder, Esq., . .	Lancaster city, Pa.
Michael Reily,	Lancaster city, Pa.	Andrew M. Frantz, Esq.,	Lancaster city, Pa.
Jacob H. Landis,	Millersville, Lancaster Co., Pa.		

GENERAL INFORMATION.

Title of company : The Lancaster and Millersville Railroad Company.

By whom is the road operated : By the above company.

General offices of the company at Lancaster city.

For information relating to this report, address Charles Denues, Esq., Treasurer and Secretary.

What kind of power is used for propelling the ears on your road ? Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

We are the lessees of the Lancaster and Reading Narrow Gauge Railroad Company, under whose charter, approved the 10th day of May, A. D. 1871, the road was constructed.

CAPITAL STOCK.

Amount authorized by law,	\$40,000 00
Amount authorized by votes of company,	800 00
Amount now paid in, all common,	40,000 00
Number of shares issued,	800
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

Total cash realized from capital stock and debt.	\$40,000 00
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COST OF ROAD AND EQUIPMENT.

Construction,	\$40,191 42
Equipment,	4,258 35
Total cost,	\$44,449 77

CHARACTERISTICS OF ROAD.

Length of road laid,	5½ miles.
Length of double track, including sidings: One track with two rails, 5½ miles; no double track.	
Gauge of road,	4 ft. 8½ ins.
Weight of rail per yard on main track,	30 pounds.
Number of car houses, shops and stables,	1
Number of depots,	1
Number of first-class passenger cars,	4
Average value of each,	\$700 00
Number of second-class passenger cars: Have only one class.	
Number of passengers that may be seated in each car;	20
Number of other cars,	1 baggage car.
Average weight in pounds of passenger cars, exclusive of passengers and baggage: Never knew weight of cars.	
Number of trips each day,	7 round trips.
Number of miles traveled by each horse daily, average about,	16
Average time consumed by cars in passing over the road,	1 hour

Material of foundation upon which track is laid: Chestnut and oak cross-ties laid on limestone, and broken up ties.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Cars start at Millersville and run on the side of the Manor turnpike to the city of Lancaster, then through College Avenue to West Orange street, down West Orange to North Prince, on North Prince to West King, West King to Monument Square, up North Queen to Pennsylvania railroad depot.

We have no connection with any other railroad; stop at the depot outside, and turn round and go back over the same route.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES), CARRIED IN CARS FOR THE YEAR.

November, 1887,	4,109	July, 1888,	3,538
December, 1887,	3,966	August, 1888,	3,390
January, 1888,	2,625	September, 1888,	4,187
February, 1888,	3,239	October, 1888,	3,505
March, 1888,	3,547	November, 1888,	4,287
April, 1888,	4,069	December, 1888,	4,092
May, 1888,	4,566		
June, 1888,	4,685		

RATE OF FARE FOR PASSENGERS.

Single fare, 15, 10 and 5 cents.; through,	15 cents.
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of roadbed and railway, approximated,	\$500 00
Taxes on real estate,	9 51

OPERATING THE ROAD.

On account of horses,	\$402 70
Harness and repairs,	70 00
Repairs to cars,	47 00
Horse shoeing,	207 51
Hay, straw, feed,	970 50
Office expenses, stationery and depot expenses, stable man,	468 00
Salaries, committee and treasurer,	650 00
Insurance; Mutual company.	
Watchmen, switchmen, hostlers, pay-roll, per week,	38 00
General expenses of stable: None except above mentioned.	
Conductors and drivers, one \$12.00 per week, another \$9.00.	
Fuel and oil,	30 00

RECEIPTS.

MONTHS.	PASSENGERS.	OTHER SOURCES.
November, 1887,	\$616 35	\$55 36
December, 1887,	591 60	57 40
January, 1888,	450 65	58 70
February, 1888,	402 70	53 80
March, 1888,	467 50	120 50
April, 1888,	682 75	90 74
May, 1888,	780 64	82 50
June, 1888,	796 81	95 71
July, 1888,	685 70	113 80
August, 1888,	5-6 60	76 02
September, 1888,	608 51	68 52
October, 1888,	628 63	67 80
November, 1888,	685 70	62 50
Total,	\$7,984 14	. . . . .

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the company, and operating the road,	\$6,380 00
Municipal taxes, county tax,	6 19
State taxes, tax on gross receipts,	80 65

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Original cost of road,	\$38,000 00
Cost of extension,	2,191 42
Rolling stock, horses, cars, etc.,	3,633 35
Real estate,	4,000 00
Total,	\$47,824 77

LIABILITIES.	
Capital stock,	\$40,000 00

STOCK AND DIVIDENDS.

Paid in dividends, cash,	\$2,600 00
Balance for the year, or surplus, balance,	790 47

LEHIGH AVENUE RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Joseph T. Bunting,	President,	Philadelphia, Pa.
J. McK. Barron,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Joseph T. Bunting, . .	Philadelphia, Pa.	Langhorne Wister, . . .	Germantown, Pa.
James R. Booth, . . .	Philadelphia, Pa.	John Wister,	Duncannon, Pa.
Wm. Rotch Wister, . . .	Germantown, Pa.		

Date of annual meeting for election of directors, January 14, 1889.

GENERAL INFORMATION.

Title of company: The Lehigh Avenue Railway Company, of Philadelphia.

By whom is the company operated: The road is not quite completed, and is not yet in operation.

General offices of the company at 330 Walnut street, Philadelphia. Pa.

For information relating to this report, address J. McK. Barron, Secretary, 330 Walnut street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated by act of Assembly of the State of Pennsylvania, approved December 18, A. D, 1873. Letters-patent dated December 30, A. D. 1873. Ordinance granting permission and authority to lay the track was approved by the mayor of Philadelphia, December 24, A. D. 1886. Construction of track was begun in 1887.

CAPITAL STOCK.

Amount authorized by law, original subscription,	\$600,000 00
Amount authorized by votes of company, additional issue,	400,000 00
Amount subscribed, total par value of stock,	1,000,000 00
Amount now paid in, common,	100,000 00
Number of shares issued,	20,000
Amount paid in on each share,	5 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$80,000 00
Unfunded debt as per last report,	70,000 00
Total cash realized from capital stock and debt,	\$180,000 00

COST OF ROAD AND EQUIPMENT.

Construction,	\$98,000 00
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CHARACTERISTICS OF ROAD.

Length of road laid (single track measurement), about	6 miles.
Length of double track, including sidings (single track measurement), about	6 miles.
Gauge of road,	5 ft. 2 in.
Weight of rail per yard on main track,	47 lbs.
Value of real estate held, exclusive of roadway (above mortgages),	\$19,000 00

Material of foundation upon which track is laid: The bed of the street.

Describe the route of your road in detail, giving the streets occupied and connections with other roads: The track, as laid down, extends on Lehigh avenue from Second street to Broad street, with branch track on Park avenue, Somerset street and Glenwood avenue; also track through the grounds of the Pennsylvania State Agricultural Fair and other private grounds; also, on Lehigh avenue from about Twentieth street to Ridge avenue. Connections with the tracks of the People's Passenger Railway Company, at Fourth street, Eighth street and Germantown avenue, are made but not used.

The track is not quite completed, owing to the bridge over the New York branch of the Pennsylvania railroad not being entirely in position. This is almost finished, however, and in a few weeks the rails should be laid over it, when the whole track will be constructed and ready for cars to run.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Taxes on real estate,	\$218 08
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RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

Stockholders, additional issue of stock,	\$40,000 00
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SUMMARY OF PAYMENTS.

Construction, total cost of road to date,	\$98,000 00
Interest, amount paid out in 1883,	541 68
Miscellaneous, amount paid out in 1888,	1,108 21
Municipal taxes, taxes on real estate for 1888,	218 08
State taxes for year ending first Monday of November, 1887,	198 00

Changes have been made during 1888 in the real estate of the company by which about \$4,000 has been paid out in cash in 1888. This is in addition to the amounts stated above.

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction, etc.,	\$117,000 00
Cash on hand,	1,136 00

LIABILITIES.

Capital stock,	\$100,000 00
Unfunded debt, incurred for construction, equipment or purchase of property,	80,000 00

LOMBARD AND SOUTH STREET PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING OCTOBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Thomas C. Barr,	President,	Philadelphia, Pa.
Edward B. Murphey,	Secretary and Treasurer, . .	Philadelphia, Pa.
J. H. Fresh,	General Superintendent, . . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Robert N. Carson,	Philadelphia, Pa.	Edward Samuel,	Philadelphia, Pa.
Wm. H. Sheemerdine, . .	Philadelphia, Pa.	Edward J. Moore, . . .	Philadelphia, Pa.
Wm. Rotch Wister, . . .	Philadelphia, Pa.		

Date of annual meeting for election of directors, first Monday in November.

GENERAL INFORMATION.

Title of company: Lombard and South Streets Passenger Railway Company,

By whom is the road operated: Lombard and South Streets Passenger Railway Company.

General offices of the company at 2509 South street.

For information relating to this report, address E. B. Murphey, Secretary, 2509 South street.

What kind of power is used for propelling the cars on your road: Horse.

CAPITAL STOCK.

Amount authorized by law,	\$750,000 00
Amount authorized by votes of company,	750,000 00
Amount subscribed,	500,000 00
Amount now paid in, common,	299,865 00
Number of shares issued,	19,983
Amount paid in on each share,	15 00
Par value of each share,	25 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due December 1, 1901; bear interest at 5 per cent., which is payable June and December), amount,	\$150,000 00
First mortgage bonds (due April 1, 1906; bear interest at 7 per cent., which is payable April and October), amount,	6,400 00
Ground rents and mortgages,	18,010 00
Total amount of funded debt,	\$174,410 00

UNFUNDED DEBT.

Debt incurred for any other purpose, and for what,	36,269 54
Total amount of funded and unfunded debt,	\$210,679 54

DEBT—CONTINUED.

Funded debt as per last report,	\$174,410 00
Unfunded debt as per last report,	13,000 00
Total cash realized from capital stock and debt,	<u>\$474,275 00</u>

COST OF ROAD AND EQUIPMENT.

Construction,	\$547,735 71
Equipment and real estate,	<u>131,984 23</u>

CHARACTERISTICS OF ROAD.

Length of road,	17.76 miles.
Length of double track, including sidings,	1.33 miles.
Gauge of road,	5 ft. 2 in.
Weight of rail per yard on main track,	50 lbs.
Number of car houses, shops and stables,	4
Number of depots,	2
Number of first-class passenger cars,	21
Average value of each,	\$500 00
Number of second-class passenger cars,	33
Average value of each,	\$400 00
Number of passengers that may be seated in each car,	20 and 14
Number of other cars, 2 sweepers and 2 snow plows.	
Number of horses owned by the company,	351
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of roadway,	\$82,481 49
Average rate of speed adopted by passenger cars, including stops (miles per hour),	5
Number of trips each day,	16
Number of miles traveled by each horse daily,	21 and 19
Average time consumed by cars in passing over the road,	<u>55 and 47 minutes.</u>

Material of foundation upon which track is laid: Gravel, yellow and white pine stringers and girder rail construction.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Main line—Twenty-fifth and Lombard streets to Front street, to Dock street; returning by way of Dock street and Front street to South street; out South street to depot, Twenty-fifth and South streets. Passyunk division—From depot, Thirteenth and Snyder avenue, to Twelfth street, to Dickinson street, to Eighth street, to Christian street, to Fifth street, to Lombard street, to Front street, to South street, to Passyunk avenue, to Juniper street, to Snyder avenue, to Broad street. West Philadelphia division—From Twenty-fifth and South streets to Thirty-eighth and Spruce streets, to Hutton street via Thirty-eighth and Lancaster avenue, to Fortieth street, to Spruce street, to depot. Thirty-third street division—From Thirty-third and Spruce streets to Zoological Garden, via Thirty-third street, Eadline avenue to Thirty-fifth street, returning by way of Thirty-fifth and Thirty-sixth streets, Walnut and Thirty-third streets, to Spruce, to depot, Twenty-fifth and South streets.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

November, 1887,	502,647	June, 1888,	748,570
December, 1887,	516,274	July, 1888,	665,707
January, 1888,	463,128	August, 1888,	654,556
February, 1888,	454,258	September,	627,484
March, 1888,	466,401	October, 1888,	599,585
April, 1888,	539,167		
May, 1888,	611,333	Total,	<u>6,849,110</u>

RATE OF FARE FOR PASSENGERS.

Single fare,	<u>5 cents.</u>
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$6,942 13
Repairs of buildings,	492 26
Taxes on real estate,	906 40
Total,	\$8,340 79

OPERATING THE ROAD.

On account of horses,	\$6,162 00
Harness and repairs,	1,074 07
Repairs to cars,	5,760 75
Horse shoeing,	6,274 30
Hay, straw, feed,	40,557 40
Office expenses, stationery and depot expenses,	5,846 56
Salaries,	3,666 70
Insurance,	1,015 92
Watchmen, switchmen, hostlers, pay-roll, general ex- pense of stable,	15,836 65
Conductors and drivers,	65,023 37
Fluid, fuel, oil and gas,	1,449 28
Damage for injury of persons,	3,331 40
Total,	155,998 40
Total expenses for maintaining and operating the road,	\$164,339 19

RECEIPTS.

MONTHS.	PASSENGERS.	MANURE.	OTHER SOURCES.	TOTAL.
November, 1887,	\$19,292 38			
December, 1887,	20,142 49			
January, 1888,	17,946 80			
February, 1888,	17,540 52			
March, 1888,	18,086 27			
April, 1888,	20,910 18			
May, 1888,	23,761 08			
June, 1888,	25,406 31			
July, 1888,	26,464 09			
August, 1888,	25,699 02			
September, 1888,	24,450 54			
October, 1888,	23,037 99			
Total,	\$262,737 67	\$1,385 38	\$1,818 74	\$265,941 79

SUMMARY OF PAYMENTS.

Construction,	\$1,402 69
Maintaining the road or real estate of the corporation, and operating the road,	164,339 19
Interest,	8,838 62
Dividends,	70,000 00
Miscellaneous,	13,520 36
Municipal taxes,	4,224 59
State taxes,	4,810 28
Total,	\$267,135 73

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Construction,	\$547,735 7
Equipment,	48,602 7
Real estate,	82,481 4
Cash,	6,775 0
Sundry accounts,	275 0
Betterments,	28,821 2
	<hr/>
	\$714,691 3
LIABILITIES.	
Capital stock,	\$299,865 0
Five per cent. bonds,	150,000 0
Seven per cent. bonds,	6,400 0
Mortgages and ground rents,	18,010 0
Sundry accounts,	36,269 5
Profit and loss,	204,146 7
	<hr/>
	\$714,691 3

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: April 10, 1888, 6 per cent.; October 9, 1888, 8 per cent.

Paid in dividends, cash, \$70,000 0

MANAYUNK AND ROXBOROUGH INCLINED PLANE AND RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Charles J. Walton,	President,	Roxborough, Pa.
William H. Lewis,	Secretary,	Roxborough, Pa.
C. J. McGlinchy,	Treasurer,	Manayunk, Pa.
Albert Tibben,	General Superintendent, . .	Roxborough, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
William Ring,	Roxborough, Pa.	W. J. Donohugh,	Roxborough, Pa.
J. Vaughan Merrick, . . .	Roxborough, Pa.	Joshua Bond,	Barren Hill, Pa.
H. G. Jones,	Roxborough, Pa.	C. J. McGlinchy,	Manayunk, Pa.
Benjamin Haney,	Roxborough, Pa.		

Date of annual meeting for election of directors, third Wednesday in February of each year.

GENERAL INFORMATION.

Title of company: Manayunk and Roxborough Inclined Plane and Railway Company.

By whom is the road operated? By the company.

General offices of the company at Roxborough, Twenty-first Ward, Philadelphia, Pennsylvania.

For information relating to this report, address Charles J. Walton, President, Roxborough, Philadelphia.

What kind of power is used for propelling the cars on your road? Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter was approved April 9, 1873. The capital stock was fixed at \$100,000, in shares of twenty-five dollars each. The books of subscription were opened July 13, 1873, and the company was fully organized December 31, 1873. The construction of the road was begun August 18, 1874, and finished on November 19, 1874. Passenger traffic began on November 23, 1874. The route of the road runs through a rural section of the city and the lower part of Montgomery county, and the local travel will not guarantee the running of any more cars than is sufficient to connect with the trains of the Philadelphia and Reading Railroad at Wissahickon station.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount authorized by votes of company,	58,475 00
Amount now paid in, common,	58,475 00
Number of shares issued,	2,339
Amount paid in on each share,	25 00
Par value of each share,	25 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$2,000 00
Debt incurred for any other purpose, and for what? Mortgage on depot and lot.	

COST OF ROAD AND EQUIPMENT.

Construction,	\$47,133 58
Equipment,	11,919 48
Total cost,	\$59,053 06

CHARACTERISTICS OF ROAD.

Length of road laid,	5 miles, 2,200 ft.
Length of double track, including sidings, (single track.)	
Gauge of road,	5 ft. 2 $\frac{3}{4}$ inches.
Weight of rail per yard on main track,	48 pounds.
Number of car houses, shops and stables,	1
Number of depots,	1
Number of first-class passenger cars,	7
Average value of each,	\$840 00
Number of passengers that may be seated in each car, average,	18
Number of other cars, salt car,	1
Number of horses and mules owned by the company,	36
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of roadway, at cost,	12,177 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,800
Average rate of speed adopted by passenger cars, including stops (miles per hour),	5 $\frac{1}{2}$
Number of trips each day: 24 trips of 8 miles each, and 7 trips of 3 miles each.	
Number of miles traveled by each horse daily,	20
Average time consumed by cars in passing over the road,	45 min.

Material of foundation upon which track is laid: Yellow pine stringers, white oak ties, earth and gravel.

Describe the route of your road in detail, giving the streets occupied and connections with other roads: On Ridge road, from Barren Hill, Montgomery county, to Wissahickon station of the Reading Railroad Company. Route is divided into three fares. Total number of single fares received during the year, 304,573, exclusive of season tickets issued in connection with the Reading Railroad Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	6 and 4 cents.
Tickets in packages of 5 sold for	25 cents.
Eight children's tickets,	25 cents.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$2,585 63
Taxes on real estate,	105 63
Total,	\$2,691 26

OPERATING THE ROAD.

On account of horses,	\$698 05
Harness and repairs,	150 94
Repairs to cars,	603 67
Horse shoeing,	532 35

EXPENSES—CONTINUED.

Hay, straw, feed,	\$4,101 40
Office expenses, stationery, depot expenses and salaries,	460 87
Insurance,	72 00
General expense of stable,	508 17
Conductors and drivers,	6,783 08
Fluid, fuel, oil, gas, salt, etc.,	241 25
Total,	14,151 78
Total expenses for maintaining and operating the road,	\$16,843 04

RECEIPTS.

MONTHS.	FROM PASSENGERS.	RENT.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888, . . .	\$1,131 05	. . . . .	\$24 00	. . . . .	. . . . .
February, 1888, . .	1,396 18	. . . . .	25 60	. . . . .	. . . . .
March, 1888, . . .	1,054 70	. . . . .	25 60	. . . . .	. . . . .
April, 1888, . . .	1,222 13	. . . . .	27 20	. . . . .	. . . . .
May, 1888,	1,699 76	. . . . .	27 20	. . . . .	. . . . .
June, 1888,	1,493 78	. . . . .	27 20	. . . . .	. . . . .
July, 1888,	1,642 22	. . . . .	27 20	. . . . .	. . . . .
August, 1888, . . .	1,603 67	. . . . .	23 10	. . . . .	. . . . .
September, 1888, . .	1,858 00	. . . . .	22 40	. . . . .	. . . . .
October, 1888, . . .	1,401 17	. . . . .	22 22	. . . . .	. . . . .
November, 1888, . .	1,335 31	. . . . .	25 60	. . . . .	. . . . .
December, 1888, . .	1,453 15	\$122 00	33 40	\$22 10	. . . . .
Total,	\$17,291 12	\$122 00	\$310 72	\$22 10	\$17,745 94

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	\$16,843 04
Interest,	100 00
Miscellaneous,	32 75
Municipal taxes,	139 67
Total,	\$17,115 46

GENERAL BALANCE SHEET, 1888.

ASSETS.	
To running expenses, 1888,	\$16,544 26
To real estate, net,	116 38
To balance to the credit of profit and loss, December 31, 1888,	715 07
	\$17,375 71
To balance to the credit of profit and loss, December 31, 1888,	\$3,182 64
Trial balance :	
Feed, supplies on hand,	\$550 00
Stable and depot expenses, supplies on hand,	55 00
Road repairs, supplies on hand,	525 00
Philadelphia Railroad Company tickets,	260 15
Car repairs, supplies on hand,	90 00
Salt, supplies on hand,	60 00
Insurance,	252 00
Real estate,	2,000 00
Cash,	1,390 49
	\$5,182 64

GENERAL BALANCE SHEET, 1888.—CONTINUED.

LIABILITIES.	
By passenger receipts, net, 1888,	\$17,375 71
By profit and loss for 1888,	\$715 07
By profit and loss for December 31, 1887,	2,467 57
	<u>\$3,182 64</u>
Mortgage account,	\$2,000 00
Profit and loss,	3,182 64
	<u>\$5,182 64</u>

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: The road has made no dividends since its organization.

MILLVALE PASSENGER RAILWAY COMPANY, AND THE
FORTY-THIRD AND BLOOMFIELD STREETS PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING JANUARY 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
P. U. Siebert,	President,	Pittsburgh, Pa.
J. T. Keil,	Treasurer,	Pittsburgh, Pa.,

The Millvale Passenger Railway Company has leased the tracks of the Ewalt street bridge over its bridge from Forty-third street, in Pittsburgh, to Millvale borough, and has a double track from bridge to Western Pennsylvania railroad, on Bridge street, leased from the Citizen's Traction Company.

The Forty-third Street and Bloomfield Street Railway Company is a continuation of the Millvale Street Railroad Company, and has leased the tracks of the Citizen's Traction Company, on Forty-third street, in the city of Pittsburgh, from Ewalt street bridge to Butler street, covering a distance of about 2,700 feet of double track ready for use.

The companies have two new cars, never used but on one occasion, ready for use.

The companies have not been able to run their cars, on account of the action of the Western Pennsylvania Railroad Company tearing up its tracks, at the crossing on Bridge street, in Millvale borough.

The capital stock of the Millvale Passenger Railway Company is \$15,000, and is divided into 300 shares of \$50 each ; and the capital stock of the Forty-third street and Bloomfield road is \$5,000, and is divided into 100 shares of \$50 each, of which ten per cent. is paid up on each, making \$2,000 in all, or \$500 on the Forty-third street and Bloomfield line, and \$1,500 on the Millvale line.

An additional ten per cent. has been assessed on the capital of each company, which is now in course of collection.

The construction of the road is to be continued in the present year, when the weather will permit, and the difficulties settled with the Western Pennsylvania Railroad Company.

Neither company has any debt.

The companies have no record of passengers carried.

MONONGAHELA INCLINED PLANE PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Samuel Harper,	President.	Pittsburgh, Pa.
John L. Awl,	Secretary, Treas. and Sup't.	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
William M. Lyon,	Pittsburgh, Pa.	Geo. W. Beltzhoover,	Pittsburgh, Pa.
James M. Bailey,	Pittsburgh, Pa.	L. W. Dalzell,	Pittsburgh, Pa.
John S. McMillin,	Pittsburgh, Pa.	Jos. G. Walter,	Pittsburgh, Pa.
Wm. Halpin,	Pittsburgh, Pa.		

Date of annual meeting for election of directors, January 14, 1889.

GENERAL INFORMATION.

Title of company: Monongahela Inclined Plane Company.

By whom is the road operated: Company.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address Samuel Harper, President, or John L. Awl, Secretary, Treasurer and Superintendent.

What kind of power is used for propelling the cars on your road: Stationery engines.

CAPITAL STOCK.

Amount authorized by law,	70,000 00
Amount authorized by votes of company,	150,000 00
Amount subscribed,	140,000 00
Amount now paid in, common,	140,000 00
Number of shares issued,	2,800
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Bonds (due October, 1892; bear interest at 5 per cent., which is payable October and April), amount,	\$50,000 00
Bonds (due October, 1897; bear interest at 5 per cent., which is payable October and April),	50,000 00
Total amount of funded debt,	\$100,000 00

COST OF ROAD AND EQUIPMENT.

Construction,	\$250,000 00
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CHARACTERISTICS OF ROAD.

Length of road, passenger and vehicle plane, each,	640 feet.
Length of double track,	640 feet.
Gauge of road: Passenger, 5 feet; vehicle, 12 feet.	
Weight of rail per yard on main track: Passenger, 42 pounds; vehicle, 56 pounds.	
Number of depots,	2
Number of first-class passenger ears,	2
Average value of each,	\$1,500 00
Number of persons that may be seated in each car,	30
Number of other ears, freight trucks,	2
Value of real estate held (included in cost of construction).	
Number of trips each day,	200 to 225
Average time consumed by ears in passing over the road,	1½ minutes.

Material of foundation upon which track is laid : Iron girder to rocks on hill side, 380 feet ; balance on 15 inch I beams all covered with oak cross-ties to carry rails.

Describe the route of your road in detail, giving the streets occupied : The foot of the planes are on Carson street, in the Thirty-third ward of the city of Pittsburgh, extending to Grand View avenue at the top of the hill, in the Thirty-second ward.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES), CARRIED IN CARS FOR THE YEAR.

January, 1888,	80,120	September, 1888,	101,599
February, 1888,	79,250	October, 1887,	93,444
March, 1888,	83,136	November, 1888,	91,330
April, 1888,	82,372	December, 1888,	97,251
May, 1888,	90,424		
June, 1888,	88,886	Total,	1,064,675
July, 1888,	89,363		
August, 1888,	87,500		

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Monthly tickets, adults, 60 trips, \$1.25 ; children under sixteen years, 54 trips, 80 cents ; round trip tickets, 25 trips each way, \$1.50.	
Tickets in packages of 5 sold for,	25 cents.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$897 11
New boilers, \$4,555.45 ; new ropes, \$623.90 ; total,	5,179 33
Taxes on real estate,	780 66
Total,	\$6,857 12

OPERATING THE ROAD.

Office expenses, stationery and depot expenses,	\$644 52
Salaries,	1,270 00
Insurance,	93 75
Conductors, engineers, firemen and road-master,	8,640 00
Fluid, fuel, oil and gas,	1,861 74
Total,	12,510 01

Total expenses for maintaining and operating the road,	\$19,367 13
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RECEIPTS.

MONTHS.	PASSENGERS.	RENT. *	OTHER SOURCES.	TOTAL.
January, 1888,	\$2,729 40	\$12 50	\$390 55	\$3,132 45
February, 1888,	2,758 80	12 50	428 35	3,199 65
March, 1888,	2,805 10	12 50	493 20	3,310 80
April, 1888,	2,863 65	37 50	574 15	3,475 30
May, 1888,	3,020 40	12 50	667 35	3,700 25
June, 1888,	3,231 95	12 50	734 05	3,981 50
July, 1888,	3,200 45	12 50	734 80	3,947 75
August, 1888,	3,004 60	12 50	820 05	3,837 15
September, 1888,	3,978 95	12 50	1,313 55	5,305 00
October, 1888,	3,223 55	12 50	991 25	4,227 30
November, 1888,	3,220 70	37 50	616 55	3,874 55
December, 1888,	3,690 45	12 50	729 30	4,432 25
Total,	\$37,731 00	\$200 00	\$8,492 95	\$46,423 95

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	\$18,586 47
Interest,	5,016 46
Dividends,	8,400 00
Payments made to surplus fund,	12,875 69
Municipal taxes,	780 66
State taxes,	714 67
Total,	\$46,423 95

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Construction,	\$223,416 77
Real estate,	26,583 23
Purchased bonds,	28,000 00
Cash,	3,920 81
Total,	\$281,920 81
LIABILITIES.	
Capital stock,	\$140,000 00
Bond and mortgage,	100,000 00
Surplus fund,	41,920 81
Total,	\$281,920 81

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January, 3 per cent.; July, 3 per cent.

Paid in dividends, cash,	\$8,400 00
Balance for the year, or surplus,	12,875 69
Surplus at the commencement of the year,	29,045 12
Total surplus,	\$41,920 81

Surplus invested as follows:

Cash and loans,	\$8,120 81
Improvements,	5,800 00
Other items,	28,000 00

MT. OLIVER INCLINED RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
C. J. Schultz.	President.	Pittsburgh, Pa.
John P. Beech,	Secretary and Treasurer, . . .	Pittsburgh, Pa.
M. S. Holden,	General Superintendent . . .	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
C. J. Schultz.	Pittsburgh, Pa.	F. Hampe.	Pittsburgh, Pa.
Joseph Keeling,	Pittsburgh, Pa.	Joseph Keeling, Jr., . . .	Pittsburgh, Pa.
Peter Haberman,	Pittsburgh, Pa.	A. L. Schultz,	Pittsburgh, Pa.
J. P. Beech,	Pittsburgh, Pa.		

GENERAL INFORMATION.

Title of company: Mt. Oliver Inclined Railway Company.

By whom is the road operated: Mt. Oliver Inclined Railway Company.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address John P. Beech, Esq., Secretary and Treasurer.

What kind of power is used for propelling the cars on your road? Steam and horses.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount authorized by votes of company,	100,000 00
Amount subscribed,	100,000 00
Amount now paid in, common,	38,000 00
Amount paid in on each share,	19 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due November 1, 1901, bear interest at 6 per cent, which is payable semi-annually) amount,	\$41,500 00
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UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	8,000 00
Total amount of funded and unfunded debt,	\$52,500 00
Funded debt as per last report,	44,500 00
Unfunded debt as per last report,	14,462 00

COST OF ROAD AND EQUIPMENT.

Construction,	\$119,387 52
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CHARACTERISTICS OF ROAD.

Length of road laid,	7,800 feet.
Length of double track, including sidings,	1,600 feet.
Gauge of road,	4.8½ and 5.2½
Weight of rail per yard on main track,	42 lbs.
Number of ear houses, shops and stables,	1
Number of depots,	2
Number of first-class passenger ears,	6
Average value of each,	\$800 00
Number of passengers that may be seated in each ear,	25
Number of horses owned by the company,	18
Average value of each, including harness,	\$160 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,500
Average rate of speed adopted by passenger ears, including stops (miles per hour),	5
Number of trips each day,	54 and 140
Number of miles traveled by each horse daily,	14
Average time consumed by ears in passing over the road,	13 min.

Material of foundation upon which track is laid : Iron trestle and stone ballast.

Describe the route of your road in detail, giving the streets occupied and connections with other roads : From lower station of inclined plane, head of Twelfth street, to upper station on Washington avenue ; from upper station along Mt. Oliver street, John street, Amanda avenue, to Southern avenue, Mt. Oliver, and from upper station along Washington avenue to Beltzhoover borough.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	94,657	August, 1888,	92,448
February, 1888,	92,460	September, 1888,	107,229
March, 1888,	94,757	October, 1888,	98,003
April, 1888,	94,882	November, 1888,	103,649
May, 1888,	111,700	December, 1888,	114,610
June, 1888,	100,030	Total,	1,206,532
July, 1888,	102,107		

RATE OF FARE FOR PASSENGERS.

Single fare,	5 and 3 cents.
Tickets in packages of fifty sold for,	\$2, \$1 50, \$1
Tickets in packages of twelve sold for,	25 cents.

EXPENSES.

MAINTAINING AND OPERATING THE ROAD.

Total expenses for maintaining and operating the road,	\$8,727 33
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RECEIPTS.

MONTHS.	PASSENGERS.	RENT.	MANURE.	TOTAL.
January, 1888,	\$3,921 00	\$20 00	\$3,941 00
February, 1888,	3,744 00	.....	.....	3,744 00
March, 1888,	3,905 00	.....	.....	3,905 00
April, 1888,	3,956 00	.....	.....	3,956 00
May, 1888,	4,661 00	\$50 00	.....	4,711 00
June, 1888,	4,114 00	.....	.....	4,114 00
July, 1888,	4,322 00	.....	.....	4,322 00
August, 1888,	3,812 00	.....	.....	3,812 00
September, 1888,	4,650 00	.....	.....	4,650 00
October, 1888,	4,113 00	.....	.....	4,113 00
November, 1888,	4,275 00	25 00	.....	4,300 00
December, 1888,	4,612 00	25 00	.....	4,637 00
Total,	\$50,085 00	\$100 00	\$20 00	\$50,205 00

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cost of road,	\$119,387 52
Cash,	6,558 50
Wages,	12,482 01
Interest,	3,549 00
Expenses,	8,727 33

\$150,704 36

Cost of road,	\$119,387 52
Cash,	6,558 50

\$125,946 02

LIABILITIES.

Bonds and mortgages,	\$44,500 00
Capital,	38,000 00
Earnings,	50,205 00
Surplus fund,	9,999 36
Bills payable,	8,000 00

\$150,704 36

Bonds and mortgages,	\$44,500 00
Capital stock,	38,000 00
Bills payable,	8,000 00
Surplus fund,	35,446 02

\$125,946 02

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:

January 1, 1888,	\$3,000 00
May 1, 1888,	6,000 00
July 31, 1888,	4,000 00
November 6, 1888,	6,000 00

\$19,000 00

Paid in dividends, cash,	19,000 00
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NAY-AUG CROSTOWN RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1883.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
E. B. Sturges,	President,	Scranton, Pa.
M. J. Wilson,	Secretary,	Scranton, Pa.
George A. Jessup,	Treasurer,	Scranton, Pa.
Thomas Mullen,	General Superintendent,	Scranton, Pa.
H. J. Foster,	Assistant Secretary,	Scranton, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
E. B. Sturges,	Scranton, Pa.	Isaac Post,	Scranton, Pa.
L. A. Watres,	Scranton, Pa.	Arthur Frothingham,	Scranton, Pa.
M. J. Wilson,	Scranton, Pa.		

GENERAL INFORMATION.

Title of company: The Nay-Aug Crosstown Railway Company.

By whom is the road operated? By above company.

General office of the company at No. 119 Wyoming avenue, Scranton, Pa.

For information relating to this report, address E. B. Sturges, 119 Wyoming avenue, Scranton, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter for this company was issued December 23, 1886. Owing to difficulties in securing rights from councils, uncertainties as to power to be used, etc., construction was not begun until November, 1887, during which month, and December, (1887), about three-fourths of a mile of track was laid. As electricity was to be used the wire work necessary could not be completed until the spring of 1888. Two cars, equipped with Vandepole electric motors, arrived in May, and the road commenced operations about June 1, 1888.

Owing to the heavy grades, or trouble in construction of machinery, there was great trouble in keeping the cars running until October, 1888, when larger and improved motors, etc., arrived, and the opening of the road actually took place.

The road, though having the three "handsomest street cars in the world," is a very small affair, "waiting for the country to grow up," and the building of a bridge across the Lackawanna River, to reach the "Hyde Park" territory.

Only one car is run forenoons, and two cars afternoon and evenings.

CAPITAL STOCK.

Amount authorized by law,	\$50,000 00
Amount authorized by votes of company,	50,000 00
Amount subscribed,	25,000 00
Amount paid in, common,	23,975 00
Number of shares issued,	479½
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

UNFUNDED.

Unfunded debt, incurred for construction, equipment or purchase of property, and purchase money in lots,	\$6,300 00
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COST OF ROAD AND EQUIPMENT.

Construction: Cannot yet be absolutely determined, approximate, .	\$16,503 84
Equipment: Cannot yet be absolutely determined, approximate, . .	12,048 15
Total cost,	\$28,556 99

CHARACTERISTICS OF ROAD.

Length of road laid, about three-fourths of a mile, with joint use of one-half mile more, in all,	6,500 feet.
Length of double track, including sidings, none, except one siding,	300 feet.
Gauge of road, standard,	4 ft. 8½ in.
Weight of rail per yard on main track, Johnson flat rail,	52 lbs.
Number of car houses, shops and stables,	1
Number of depots,	1
Number of first-class passenger cars,	4
Average value of each, exclusive of electrical machinery,	\$1,400 00
Number of passengers that may be seated in each car,	22
Value of real estate held, exclusive of roadway,	\$5,500 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	10,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day,	52
Average time consumed by cars in passing over the road,	10 minutes.
Material of foundation upon which track is laid,	Dirt.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Road starts from corner of Lackawanna avenue and Franklin avenue, Scranton, Pa., passes through Franklin avenue one block to Spruce; thence up Spruce street four blocks to Adams avenue to Linden street (to this point the tracks are used jointly by this company and the Scranton Suburban Railway Company, from starting point); thence up Linden street, one block, to Jefferson avenue; thence on Jefferson avenue, one block, to Mulberry street, and thence up Mulberry street, seven blocks, to corner of Irving avenue, where car house is located and road stops at present. (Right of way extends some two mile more to Dunmore, etc., and into Hyde Park.)

No connection with other roads, except Scranton Suburban, as above.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

June, 1888, approximate,	5,914	November, 1888, approximate,	6,846
July, 1888, approximate,	5,120	December, 1888, approximate,	9,155
August, 1888, approximate,	3,466		
September, 1888, approximate,	3,210	Total,	39,361
October, 1888, approximate,	5,650		

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents
Tickets in packages of 11 sold for,	50 cents

EXPENSES.

MAINTAINING AND OPERATING THE ROAD.

Insurance,	\$60 00
Total pay roll, (men),	1,489 22
Electric power,	492 01

Total expenses for maintaining and operating the road, \$2,041 23

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

Stockholders,	\$20,745 00
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RECEIPTS.

MONTHS.	FROM PASSENGERS.	TOTAL.
June, 1888,	\$295 72	\$295 72
July, 1888,	256 00	256 00
August, 1888,	173 33	173 33
September, 1888,	160 42	160 42
October, 1888,	281 26	281 26
November, 1888,	342 34	342 34
December, 1888,	457 78	457 78
Total,		\$1,966 85

SUMMARY OF PAYMENTS.

Construction, approximate,	\$16,508 84
Equipment, approximate,	12,048 15
Maintaining the road or real estate of the corporation, and operating the road,	2,041 23
Total,	\$30,598 22

GENERAL BALANCE SHEET, 1888.

ASSETS.

We are unable to present a balance sheet that will be accurate or reliable, because of incomplete condition of construction account, changes in motors, etc., that have not yet been accepted and will probably be returned. The difficulty in making a road, operating experimentally with electricity, fit these forms in many respects, can be readily understood.

If formal balance sheet must be furnished it can only be done after construction, etc., is completed, and certain unsettled accounts are adjusted.

NUNNERY HILL INCLINED RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Oliver P. Scaife,	President,	Allegheny, Pa.
Arthur Kennedy,	Secretary,	Allegheny, Pa.
Charles C. Scaife,	Treasurer,	Allegheny, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Oliver P. Scaife,	Allegheny, Pa.	George P. Hamilton, . . .	Allegheny, Pa.
Charles C. Scaife,	Allegheny, Pa.	Arthur Kennedy,	Allegheny, Pa.
James B. Scott,	Allegheny, Pa.	Sullivan Johnson,	Allegheny, Pa.
Charles L. Caldwell,	Allegheny, Pa.		

GENERAL INFORMATION.

Title of company : Nunnery Hill Inclined Plane Company.

By whom is the road operated : Nunnery Hill Inclined Plane Company.

General offices of the company at Allegheny, Pa.

For information relating to this report, address O. P. Scaife.

What kind of power is used for propelling the cars on your road? Stationary engine.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The "Nunnery Hill Inclined Plane Company" was chartered by the State September 24, 1886, under the corporation act of 1874, to build an inclined plane from Federal and Fairmount streets to Willow street, in Twelfth ward, Allegheny, Pa. An ordinance was obtained, from the councils of Allegheny, for the occupation and crossing of certain streets along the route, and in the spring of 1887 construction was begun. On June 23, 1888, the carrying of passengers was begun, and in the fall of 1888 the work of construction was completed. The Inclined Plane is a double track railway, built upon trestle work and stone walls, rising, in a distance of about 1,100 feet, about 250 feet. The incline has a curve in it, and the cars are hauled up and let down by a wire rope attached to a drum worked by a pair of stationary engines.

CAPITAL STOCK.

Amount authorized by law,	\$60,000 00
Amount subscribed,	60,000 00
Amount now paid in, common,	60,000 00
Number of shares issued,	1,200
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Twenty-year bonds (due October 1, 1907; bear interest at 6 per cent., which is payable April and October), amount,	\$30,000 00
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UNFUNDED DEBT.

Debt incurred for any other purpose, and for what: Award of board of viewers (appealed),	\$4,500 00
Total amount of funded and unfunded debt,	<u>\$34,500 00</u>

COST OF ROAD AND EQUIPMENT.

Construction and equipment,	<u>\$90,430 22</u>
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CHARACTERISTICS OF ROAD.

Inclined plane about 1,100 feet long, double track, two cars and stationary engine.

Number of depots,	2
Number of first-class passenger cars,	2
Average value of each,	\$1,200 00
Number of passengers that may be seated in each car,	20
Value of real estate held, exclusive of roadway,	\$10,000 00
Average time consumed by cars in passing over the road: 2 minutes and 45 seconds.	

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES), CARRIED IN CARS FOR THE YEAR.

July, 1888, and 1 week in June,	7,640	November, 1888,	9,190
August, 1888,	9,173	December, 1888,	9,356
September, 1888,	10,345		
October, 1888,	8,739	Total,	<u>54,443</u>

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Monthly tickets, 62 trips,	\$1 25
Sixty trip commutation tickets,	<u>1 50</u>

EXPENSES.

OPERATING THE ROAD.

Salaries,	\$829 00
Insurance,	207 80
General expense,	36 41
Fluid, fuel, oil and gas,	<u>199 74</u>
Total,	<u>\$1,272 95</u>

RECEIPTS.

June, 1888,	\$116 45
July, 1888,	391 95
August, 1888,	354 35
September, 1888,	445 25
October, 1888,	359 80
November, 1888,	370 60
December, 1888,	<u>357 95</u>
Total,	<u>\$2,398 35</u>

SUMMARY OF PAYMENTS.

Construction,	\$430 22
Maintaining the road or real estate of the corporation, and operating the road,	1,272 95
Interest,	<u>429 67</u>
Total,	<u>\$2,132 84</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction and equipment,	\$90,430 22
Cash,	265 51
	<u>\$90,695 73</u>

Accrued interest on bonds, and award of board of viewers, (appealed) not included.

LIABILITIES.

Capital stock,	\$60,000 00
Funded debt,	30,000 00
Profit and loss,	695 73
	<u>\$90,695 73</u>

NORRISTOWN PASSENGER RAILWAY COMPANY.

FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
H. M. Lutz,	President,	Norristown, Pa.
W. R. Pechin,	Vice President,	Norristown, Pa.
E. D. Egbert,	Secretary,	Norristown, Pa.
J. Cloude Smith,	Treasurer,	Norristown, Pa.
Lewis Hecht,	General Superintendent,	Norristown, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
H. M. Lutz,	Norristown, Pa.	J. Cloude Smith,	Norristown, Pa.
Norman Egbert,	Norristown, Pa.	N. R. Hains,	Norristown, Pa.
M. R. Wills,	Norristown, Pa.	Isaac W. Smith,	Bridgeport, Pa.
Henry Freedley,	Norristown, Pa.	E. D. Egbert,	Norristown, Pa.
Joseph Blackfan,	Norristown, Pa.	Nathan Shultz,	Norristown, Pa.
W. R. Pechin,	Norristown, Pa.	Samuel Lewis,	Norristown, Pa.
A. W. Seiger,	Norristown, Pa.		

GENERAL INFORMATION.

Title of company : Norristown Passenger Railway Company.

General offices of the company at Norristown.

For information relating to this report, address E. D. Egbert, Secretary.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

About one and one-third miles of track constructed on DeKalb street, leading from Reading railroad station to companies depot on Brown street, in autumn of 1884.

Enjoined from operating road by four residents along the line.

Early in 1885 injunction was removed and cars commenced running in April, 1885.

October 1, 1887, began construction of the extension into Bridgeport, and also the Swede and Powell streets division. Same completed November 26, 1887.

CAPITAL STOCK.

Amount authorized by law,	\$50,000 00
Amount subscribed,	44,500 00
Amount now paid in, common, \$38,850.00; special or preferred, \$5,- 472.20; total,	44,322 20
Number of shares issued,	890
Amount paid in on each share, about,	50 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$2,200 00
Unfunded debt as per last report,	9,731 92
Total cash realized from capital stock and debt,	46,522 20

COST OF ROAD AND EQUIPMENT.

Construction,	\$28,221 19
Equipment,	11,725 06
Total cost,	<u>\$39,946 25</u>

CHARACTERISTICS OF ROAD.

Length of road laid,	4 miles.
Gauge of road,	5 ft. 2½ ins.
Weight of rail per yard on main track,	47 lbs.
Number of car houses, shops and stables,	1
Number of depots,	1
Number of first-class passenger cars,	8
Average value of each,	\$500 00
Number of passengers that may be seated in each car,	14 and 16
Number of horses and mules owned by the company,	36
Average value of each, including harness,	\$135 00
Value of real estate held, exclusive of roadway,	\$3,616 65
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	2,200
Average rate of speed adopted by passenger cars, including stops, (miles per hour),	5
Number of trips each day,	56
Number of miles traveled by each horse daily,	20
Average time consumed by cars in passing over the road,	<u>1 hour.</u>

Material of foundation upon which track is laid : Cinder.
 Describe the route of your road in detail, giving the streets occupied, and connections with other roads: DeKalb Street Division : Beginning at stable on Brown street, to DeKalb, to Fourth street, in Bridgeport to Lee's Mill. Swede Street Division : Beginning at stable on Brown street, to Pöwell, to Swede, to Airy, to main line on DeKalb street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	13,384	September, 1888,	18,168
February, 1888,	11,153	October, 1888,	16,097
March, 1888,	9,146	November, 1888,	10,114
April,	10,618	December, 1888,	12,455
May, 1888,	18,663		
June, 1888,	19,772	Total,	<u>190,227</u>
July, 1888,	27,918		
August, 1888,	22,739		

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Exchange tickets,	8 cents.
Tickets in packages of 11 sold for,	<u>50 cents.</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$150 00
Taxes on real estate,	25 15
Total,	<u>\$175 15</u>

EXPENSES.—CONTINUED.

OPERATING THE ROAD.

Harness and repairs,	\$49 85
Repairs to cars,	124 58
Horse shoeing,	831 47
Hay, straw, feed,	4,145 74
Office expenses, stationery and depot expenses,	228 84
Watchmen, switchmen, hostlers, pay-roll,	1,669 00
Conductors and drivers,	3,390 25
Fluid, fuel, oil and gas,	60 00

Total, 10,499 73

Total expenses for maintaining and operating the road, . . . \$10,674 88

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

Stockholders, \$8,851 68

RECEIPTS.

MONTHS.	PASSENGERS.	RENT.	OTHER SOURCES.	TOTAL.
January, 1888,	\$516 25	. . . . .	. . . . .	. . . . .
February, 1888,	575 49	. . . . .	. . . . .	. . . . .
March, 1888,	569 29	. . . . .	. . . . .	. . . . .
April, 1888,	519 92	. . . . .	. . . . .	. . . . .
May, 1888,	688 71	\$4 00	. . . . .	. . . . .
June, 1888,	1,200 00	4 00	. . . . .	. . . . .
July, 1888,	1,466 27	4 00	. . . . .	. . . . .
August, 1888,	936 51	4 00	. . . . .	. . . . .
September, 1888,	891 35	4 00	. . . . .	. . . . .
October, 1888,	790 69	4 00	. . . . .	. . . . .
November, 1888,	497 48	4 00	. . . . .	. . . . .
December, 1888,	613 79	4 00	. . . . .	. . . . .
Total,	\$9,265 25	\$36 00	\$267 87	\$9,569 12

SUMMARY OF PAYMENTS.

Construction,	\$413 17
Equipment,	748 44
Maintaining the road or real estate of the corporation, and operating the road,	10,649 73
Interest,	194 65
Payments to loan account, and ordinary bills payable,	7,531 92
Municipal taxes,	25 15
State taxes,	106 20
Total,	\$19,669 26

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction account,	\$28,221 19
Equipment,	11,725 06
Real estate,	3,616 65
Furniture and fixtures,	3 25
Interest,	194 65
Profit and loss,	2,126 96
Cash,	781 13
	\$46,668 89

GENERAL BALANCE SHEET, 1888.—CONTINUED..

LIABILITIES.

Capital stock, common,	\$38,850 00
Preferred stock,	5,472 20
Ticket sales,	143 65
Exchange tickets,	3 04
Bills payable,	2,200 00
	<u>\$46,668 89</u>

ACCIDENTS.

Injured,	<u>2</u>
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NORTH PHILADELPHIA PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
H. A. Stiles,	President,	Philadelphia, Pa.
F. H. Williams,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Henry A. Stiles,	Philadelphia, Pa.	Edward P. Kershaw, . .	Philadelphia, Pa.
J. Morris Harding, . . .	Philadelphia, Pa.	Thomas J. Magill, . . .	Philadelphia, Pa.
John Donaldson,	Philadelphia, Pa.		

Date of annual meeting for election of directors, first Monday in May.

GENERAL INFORMATION.

Title of company : North Philadelphia Passenger Railway Company.

General offices of the company at 209 South Third street, Philadelphia, Pa.

For information relating to this report, address H. A. Stiles, 209 South Third street, Philadelphia, Pa.

CAPITAL STOCK.

Amount now paid in, common (6,000 shares at \$50 per share), . . .	\$300,000 00
Number of shares issued, all.	
Amount paid in on each share, full paid.	
Par value of each share,	50 00

OBSERVATORY HILL PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
Oliver P. Scaife,	President,	336 Ridge Avenue, Allegheny, Pa.
Arthur Kennedy,	Secretary,	Park and Sturgeon Sts., Allegheny, Pa.
Jas. B. Scott,	Treasurer,	257 Ridge Avenue, Allegheny, Pa.
Chas. H. Macloskie,	General Superintendent, . . .	301 Federal street, Allegheny, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Oliver P. Scaife,	Allegheny, Pa.	Wm. Thaw, Jr.,	Lincoln Avenue, Allegheny, Pa.
Jas. P. Scott,	Allegheny, Pa.	Charles C. Scaife,	Western Avenue, Allegheny, Pa.
Charles L. Caldwell,	Allegheny, Pa.		

Date of annual meeting for election of directors, second Monday of January.

GENERAL INFORMATION.

Title of company : Observatory Hill Passenger Railway Company.

By whom is the road operated : Observatory Hill Passenger Railway Company.

General offices of the company at Eshleman street and Perrysville Avenue, Allegheny, Pa.

For information relating to this report, address Arthur Kennedy, Secretary, Bakewell Law Building, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road ? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Observatory Hill Passenger Railway Company was chartered by the State on the 7th day of June, 1886, under an act of the General Assembly, entitled "An act to provide for the incorporation, and for the government and regulation of street railway companies now incorporated, or which may hereafter be incorporated, in cities of the second and third classes and of the Commonwealth," approved March 19, 1879. It was empowered to contract, maintain and operate a street railway from the corner of Sixth Avenue and Wood streets, Pittsburgh, by way of Seventh street over North side bridge to Allegheny, and thence by way of Sandusky, Ohio and Federal streets and Perrysville Avenue to city line, a distance of about five miles. In the spring of 1887, the portion of the road from City Hall, Allegheny, at the corner of Ohio and Federal streets, thence along Federal street to Perrysville Avenue, and thence to junction of said avenue with Butchers' Run Road, a distance of about 3½ miles, was put under contract, a part being double tracked, and the greater portion single track, with switches or turn-outs. It was decided to use electricity as a motive power and a contract for the electrical equipment was made with the Bentley-Knight Electric

Railway Company of New York. This portion of the road was opened to the public in February, 1888, but a fire destroying a portion of our repair house and two cars shortly thereafter, the road was not practically put in full operation until the summer of 1888, although continually used. The maximum grade is 12 feet to the hundred, and that on a reverse curve. The line is very tortuous, having about 56 per cent. of its length in curves. On Federal street, for a distance of one-half mile, the electric current is conveyed in a conduit between the tracks. A portion of the distance where the conduit is used is double tracked, converging into a single track with switch points; also two double track crossings of other street railways. This is the first electric conduit practically used for street railway purposes in this country. The balance of the road the electric current is carried by copper wires on poles overhead. The electricity is generated at the power house of the company, where there is a 250-horse power engine and three 75-horse power dynamos.

CAPITAL STOCK.

Amount authorized by law,	\$125,000 00
Amount subscribed,	125,000 00
Amount now paid in, common,	125,000 00
Number of shares issued, 2,500	
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Twenty year bonds (due July 1, 1907; bear interest at 5 per cent., which is payable July and January), amount,	\$125,000 00
Total amount of funded debt,	\$125,000 00

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$16,011 58
Debt incurred for any other purpose, and for what: Interest due January 1, 1889, \$3,125.00, not included in above.	
Total amount of unfunded debt,	16,011 58
Total amount of funded and unfunded debt,	\$141,011 58

COST OF ROAD AND EQUIPMENT.

Construction and equipment,	\$275,372 09
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CHARACTERISTICS OF ROAD.

Length of road laid,	3½ miles.
Length of double track, including sidings,	$\frac{5}{8}$ miles.
Gauge of road,	5 ft. 2½ ins.
Weight of rail per yard on main track, steel,	52 pounds.
Number of car houses and shops,	3
Number of first-class passenger cars,	6
Average value of each,	\$3,500 00
Number of passengers that may be seated in each car,	22
Value of real estate held, exclusive of roadway,	\$12,900 00
Average rate of speed adopted by passenger cars, including stops, (miles per hour),	8
Average time consumed by cars in passing over the road, minutes,	30

Material of foundation upon which track is laid: Oak cross-ties.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES), CARRIED IN CARS FOR THE YEAR.

February, 1888,	5,313	September, 1888,	50,638
March, 1888,	14,887	October, 1888,	31,170
April, 1888,	22,968	November, 1888,	27,422
May, 1888,	34,622	December, 1888,	22,727
June, 1888,	37,018		
July, 1888,	36,680	Total,	311,436
August, 1888,	27,991		

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Through to terminus,	10 cents.
Tickets in packages of seven (through), sold for,	50 cents.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of roadbed and railway,	\$177 37
Repairs of buildings,	5 11
Repairs to machinery,	1,061 60
Total,	\$1,244 08

OPERATING THE ROAD.

Repairs to cars,	\$108 26
General labor,	588 19
Engineers and machinists,	2,135 81
Office expenses, stationery and depot expenses,	437 73
Salaries,	855 91
General expense,	1,035 64
Conductors and drivers,	7,180 65
Fluid, fuel, oil and gas,	1,267 15
Total,	13,609 34

Total expenses for maintaining and operating the road, \$14,853 42

RECEIPTS.

February, 1888,	\$265 65
March, 1888,	744 35
April, 1888,	1,160 95
May, 1888,	2,117 45
June, 1888,	2,424 83
July, 1888,	2,610 30
August, 1888,	2,401 20
September, 1888,	2,614 76
October, 1888,	1,705 68
November, 1888,	1,401 62
December, 1888,	1,097 50
Total,	\$18,544 29

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cash,	\$4,346 79
Real estate and rights of way on Perrysville Avenue,	31,865 00
Construction,	156,482 30
Equipment,	77,125 79
Accounts receivable,	447 57
Total,	\$270,267 45

GENERAL BALANCE SHEET, 1888—CONTINUED.

LIABILITIES.

Capital stock,	\$125,000 00
Funded debt,	125,000 00
Bills payable, \$10,000.00; accounts payable, \$6,011.58; total,	16,011 58
Profit and loss,	4,255 87
Total,	<u>\$270,267 45</u>

ACCIDENTS.

Killed,	<u>2</u>
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PEOPLES' PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Thomas C. Barr,	President,	Philadelphia, Pa.
D. C. Golden,	Secretary and Treasurer, . .	Philadelphia, Pa.
Charles S. Whiting,	General Superintendent, . . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
R. N. Carson,	Philadelphia, Pa.	J. J. Macfarlane,	Philade'phia, Pa.
Wm. H. Shelmerdine, . .	Philadelphia, Pa.	E. J. Moore,	Philadelphia, Pa.
Wm. Rotch Wister, . . .	Philadelphia, Pa.		

NOTE.--This company is lessee of the Germantown Passenger Railway Company, and of the Green and Coates Streets Philadelphia Passenger Railway Company. The operating results of said leased lines are included in the following report.

Date of annual meeting for election of directors, second Tuesday in January.

GENERAL INFORMATION.

Title of company: The People's Passenger Railway Company.

By whom is the road operated: The People's Passenger Railway Company.

General offices of the company at Eighth and Dauphin streets, Philadelphia, Pa.

For information relating to this report, address D. C. Golden, Treasurer, Eighth and Dauphin streets, Philadelphia, Pa.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The People's Passenger Railway Company, act of incorporation dated April 15, 1873. This company leased the Germantown Passenger Railway Company October 13, 1881, and the Green and Coates Streets Philadelphia Passenger Railway Company, September 1, 1881, and all these lines have since been, and still are, operated by the People's Passenger Railway Company.

CAPITAL STOCK.

Amount authorized by law,	\$2,250,000 00
Amount authorized by votes of company,	2,250,000 00
Amount subscribed,	2,250,000 00
Amount now paid in,	500,000 00
Number of shares issued: common, 60,000; preferred, 30,000; total, 90,000.	
Par value of each share,	25 00

DEBT.

FUNDED DEBT.

First mortgage 7 per cent. bonds (due January 15, 1905; bear interest at 7 per cent., which is payable January 15 and July 15), amount,	\$219,000 00
First mortgage 5 per cent. bonds (due July 15, 1911; bear interest at 5 per cent., which is payable January 15 and July 15), amount,	285,000 00
Consolidated mortgage 5 per cent. bonds (due March 1, 1912; bear interest at 5 per cent., which is payable March 1 and September 1), amount,	247,000 00
Total amount of funded debt,	<u>\$751,000 00</u>

UNFUNDED DEBT.

Debt incurred for any other purpose, and for what,	\$34,213 80
Total amount of unfunded debt,	<u>\$34,213 80</u>
Total amount of funded and unfunded debt,	<u>\$785,213 80</u>
Funded debt as per last report,	\$751,000 00
Unfunded debt as per last report,	<u>81,455 99</u>

COST OF ROAD AND EQUIPMENT.

Construction,	<u>\$354,686 61</u>
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CHARACTERISTICS OF ROAD.

Length of road laid,	31 miles.
Length of double track, including sidings,	14 miles.
Gauge of road,	5 feet, 2 inches.
Weight of rail per yard on main track,	47 pounds.
Number of car houses, shops and stables,	12
Number of depots,	5
Number of first-class passenger cars,	116
Average value of each,	\$700 00
Number of second-class passenger cars,	51
Average value of each,	\$500 00
Number of passengers that may be seated in each car,	20
Number of other cars,	28
Number of horses and mules owned by the company,	1,284
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of roadway,	10,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,000
Average rate of speed adopted by passenger cars, including stops (miles per hour),	5
Number of trips each day,	11
Number of miles traveled by each horse daily,	22
Average time consumed by cars in passing over the road,	<u>80 minutes.</u>

Material of foundation upon which track is laid: Yellow pine.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Callowhill street, Schuylkill river to Front street, to Vine, to York avenue; return by Callowhill street, double track; Eighth and Dauphin to Germantown avenue, to Fourth, to Snyder avenue, to Eighth street and return; Eighth and Dauphin to Germantown avenue, to Fourth, to Walnut, to Eighth street and return; Eighth and Dauphin to Germantown avenue and return by double track; Eighth and Susquehanna avenue to Twenty-second, to Norris, to German-town avenue, to Fourth, to Walnut, to Eighth street and return; Twenty-fifth and Fairmount avenue to Green street, to Fourth, to Dickinson, to Eighth and return by Fairmount avenue; Twenty-fifth and Fairmount avenue to Green street, to Fourth, to Walnut, to Eighth and return by Fairmount avenue.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	2,347,290	August, 1888,	2,750,518
February, 1888,	2,173,278	September, 1888,	2,792,623
March, 1888,	2,264,752	October, 1888,	2,796,995
April, 1888,	2,520,933	November, 1888,	2,703,379
May, 1888,	2,713,535	December, 1888,	2,928,189
June, 1888,	2,775,901		
July, 1888,	2,874,134	Total,	<u>31,661,527</u>

RATE OF FARE FOR PASSENGERS.

Single fare,	<u>5 cents.</u>
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$58,079 18
Repairs of buildings,	1,462 65
Taxes on real estate,	4,192 41
Total,	<u>\$63,734 24</u>

OPERATING THE ROAD.

On account of horses,	\$40,109 00
Harness and repairs,	3,876 26
Repairs to cars,	28,393 60
Horse shoeing,	22,353 45
Hay, straw, feed,	135,420 44
Office expenses, stationery and depot expenses,	20,948 00
Salaries,	8,358 34
Insurance,	382 94
General expense of stable,	60,539 69
Conductors and drivers,	265,946 00
Fluid, fuel, oil and gas,	4,435 78
Damage for injury of persons,	16,519 22
Total,	<u>\$607,282 72</u>

RECEIPTS.

MONTHS.	PASSENGERS.	RENT.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888, . . .	\$79,422 16	.	.	.	.
February, 1888, . . .	75,643 10	.	.	.	.
March, 1888, . . .	79,021 65	.	.	.	.
April, 1888, . . .	87,795 99	.	.	.	.
May, 1888, . . .	94,607 08	.	.	.	.
June, 1888, . . .	95,806 16	.	.	.	.
July, 1888, . . .	98,442 79	.	.	.	.
August, 1888, . . .	94,786 24	.	.	.	.
September, 1888, . . .	95,333 99	.	.	.	.
October, 1888, . . .	93,781 49	.	.	.	.
November, 1888, . . .	89,510 94	.	.	.	.
December, 1888, . . .	92,130 14	.	.	.	.
Totals.	1,076,281 73	\$110 00	\$5,355 05	\$2,552 53	1,084,299 31

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	\$678,298 98
Interest,	40,553 18
Miscellaneous and lease charges,	244,561 44
Municipal taxes,	22,849 67
State taxes,	19,958 04
Total,	<u>\$1,006,221 31</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction and equipment,	\$354,686 61
Leases cost account,	1,104,788 47
Real estate,	9,833 33
Guarantee Trust and Safe Deposit Company, "trust deposits," . . .	67,575 00
Real Estate Title Insurance and Trust Company, "trust deposits," .	85,975 00
Cash,	77,310 25
Maturing accounts receivable,	8,032 19
Gregg & Snyder,	4,328 93
Suspense account,	60,121 27

\$1,772,651 05

LIABILITIES.

Capital stock, common, 60,000 shares carried,	\$740,000 00
Capital stock, preferred, 30,000 shares carried at,	120,000 00
All liability on account of the alleged preferred stock is denied.	.
Funded debt,	751,000 00
Floating debt,	34,213 80
Profit and loss,	127,437 25

\$1,772,651 05

ACCIDENTS.

Passengers killed,	1
Passengers injured,	6

PEOPLES' PARK PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
William McCreery,	President,	Allegheny, Pa.
R. F. Ramsey,	Secretary,	Allegheny, Pa.
James Boyle,	Treasurer,	Allegheny, Pa.
William J. Crozier,	General Mauager,	Allegheny, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
William McCreery, .	Allegheny, Pa.	S. Kaufman,	Allegheny, Pa.
R. H. King,	Allegheny, Pa.	James Andrews,	Allegheny, Pa.
William H. Graham, .	Allegheny, Pa.	John Bissell,	Pittsburgh, Pa.
D. F. Henry,	Allegheny, Pa.	Frank Rahm,	Pittsburgh, Pa.
James P. Speer,	Allegheny, Pa.	W. A. Stone,	Allegheny, Pa.
William Roseburg, . . .	Allegheny, Pa.		

Date for annual election of directors, second Tuesday in January.

GENERAL INFORMATION.

Title of company : People's Park Passenger Railway Company.
By whom is the road operated : By above named corporation.
General offices of the company at Allegheny, Pa.
For information relating to this report, address R. F. Ramsey, Secretary, 127 Taggart street, Allegheny, Pa.
What kind of power is used for propelling the cars on your road? Horses and mules.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, December 9, 1881; road completed on or about July 5, 1882.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount authorized by votes of company,	100,000 00
Amount subscribed,	100,000 00
Amount now paid in, common,	100,000 00
Number of shares issued, 2,000	
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due July 1, 1907; bear interest at 5 per cent., which is payable semi-annually), amount, \$100,000 00

DEBT—CONTINUED.

UNFUNDED DEBT.

Debt incurred for any other purpose, and for what: Operating, . . .	\$59,011 65
Total amount of funded and unfunded debt,	<u>\$159,011 65</u>
Funded debt as per last report,	\$90,000 00
Unfunded debt as per last report,	<u>47,468 68</u>

COST OF ROAD AND EQUIPMENT.

Construction,	\$112,776 51
Equipment,	50,158 50
Total cost,	<u>\$163,935 01</u>

CHARACTERISTICS OF ROAD.

Length of road laid,	2½ miles.
Length of double track, including sidings,	2½ miles.
Gauge of road,	5ft. 2½ ins.
Weight of rail per yard on main track,	45 lbs.
Number of car houses, shops and stables, each,	1
Number of depots,	1
Number of first-class passenger cars,	10
Average value of each,	\$1,000 00
Number of passengers that may be seated in each car,	20
Number of other cars, salt car,	1
Number of horses and mules owned by the company,	96
Average value of each, including harness,	\$120 00
Value of real estate held, exclusive of roadway,	16,064 99
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,500
Average rate of speed adopted by passenger cars, including stops (miles per hour),	4½
Number of trips each day,	143
Number of miles traveled by each horse daily,	20
Average time consumed by cars in passing over the road,	<u>1 hour.</u>

Material of foundation upon which track is laid: Paved streets.

Describe the route of your road in detail, giving the streets occupied and connections with other roads: From stables on East street, Allegheny, to North avenue, to Sandusky street, to Lacock street, to Anderson street, to Hand street bridge; across bridge to Ninth street, Pittsburgh, to Liberty street, to Seventh avenue, to Smithfield street, to Fifth avenue; the terminus connects with Federal Street and Pleasant Valley Passenger Railway and its connections.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES), CARRIED IN CARS FOR THE YEAR.

January, 1888,	67,244	September, 1888,	76,090
February, 1888,	60,511	October, 1888,	70,111
March, 1888,	62,866	November, 1888,	79,266
April, 1888,	62,355	December, 1888,	72,755
May, 1888,	74,666		
June, 1888,	72,022	Total,	<u>838,130</u>
July, 1888,	70,978		
August, 1888,	69,266		

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Tickets in packages of 6 sold for,	<u>25 cents.</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway, including bridge toll,	\$3,432 69
Right of way,	7,543 20
Taxes on real estate, in expense account.	
Total,	\$10,975 89

OPERATING THE ROAD.

On account of horses,	\$2,013 66
Harness and repairs,	166 40
Repairs to cars,	997 50
Horse shoeing, including blacksmiths' pay-roll, . . .	1,110 70
Hay, straw, feed,	6,650 70
Office expenses, stationery and depot expenses, . . .	290 04
Salaries,	1,000 00
Insurance,	253 33
Watchmen, switchmen, hostlers, pay-roll,	7,166 91
General expenses of stable,	5,289 49
Drivers,	8,551 00
Fluid, fuel, oil and gas,	118 35
Total,	\$33,608 08
Total expenses for maintaining and operating the road,	\$44,583 97

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

Sale of bonds,	\$10,000 00
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RECEIPTS.

January, 1888,	\$3,026 00
February, 1888,	2,723 00
March, 1888,	2,829 00
April, 1888,	2,806 00
May, 1888,	3,360 00
June, 1888,	3,241 00
July, 1888,	3,194 00
August, 1888,	3,117 00
September, 1888,	3,424 00
October, 1888,	3,155 00
November, 1888,	3,567 00
December, 1888,	3,274 00
Total,	\$37,716 00

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation and operating the road,	\$44,583 97
Interest,	4,750 00
Miscellaneous,	10,000 00
Municipal taxes, included in expense account.	
State taxes, included in expense account.	
Total,	\$59,333 97

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$113,776 51
Equipment,	50,158 50
Real estate,	16,064 99

GENERAL BALANCE SHEET, 1888—CONTINUED.	
Right of way,	\$10,000 00
Company's stock,	40,000 00
Personal account,	500 00
Deficit,	58,511 65
	<hr/>
	\$259,011 65
	<hr/>
LIABILITIES.	
Capital stock,	\$100,000 00
Bonds,	100,000 00
Due corporations, etc..	59,011 65
	<hr/>
	\$259,011 65
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PEOPLE'S STREET RAILWAY COMPANY, OF LUZERNE COUNTY.

REPORT FOR THE YEAR ENDING OCTOBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Wm. Matthews,*	President,	Scranton.
Lathrop R. Bacon,†	Vice President,	New York.
P. S. Page,	Secretary and Treasurer.	Scranton.
Horace E. Hand,		

* Resigned September 1.

† Elected September 1.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Wm. Matthews,*	Scranton.	Geo. A. Jessup,	Scranton.
Jas. Blair,	Scranton.	Chas. P. Matthews,	Scranton.
W. W. Winton,	Scranton.	C. Weidenfeld,	New York.
P. S. Page,	Scranton.	W. W. Sherman,	New York.
J. A. Davis,	Scranton.	Lathrop R. Bacon,†	New York.

* Resigned September 1.

† Elected September 1.

Date of annual meeting for election of directors, first Tuesday of November.

GENERAL INFORMATION.

Title of company: The People's Street Railway Company, of Luzerne county.

By whom is the road operated: The company.

With what other companies consolidated: The Scranton and Providence Passenger Railway Company.

Date of consolidation: May 25, 1868.

General offices of the company at Scranton.

For information relating to this report, address Horace E. Hand, Secretary and Treasurer, Scranton.

What kind of power is used for propelling the cars on your road? Horse power; arrangements are nearly completed for using electric power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The act incorporating the company was approved March 23, 1865 (P. L., 1866, p. 1199). The line to Providence was the first built, and those to Hyde Park and Dunmore were finished next in order. Simultaneously with the building of the line to Providence, the Scranton and Providence Passenger Railway Company built their line to Green Ridge, and the two roads united soon after they were in full operation. During the past year arrangements have been commenced to change the power from horses to electricity, and will be completed very soon.

CAPITAL STOCK.

Amount authorized by law (with power of increase),	\$50,000 00
Amount authorized by votes of company,	400,000 00
Amount subscribed,	400,000 00
Amount now paid in, common,	162,500 00
Number of shares issued,	4,000
Amount paid in on each share: On 1,500 shares, \$100; on 2,500 shares,	5 00
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

Two hundred bonds (due August 1, 1918 : bear interest at 6 per cent., which is payable February 1 and August 1), amount,	\$200,000 00
Total amount of funded and unfunded debt,	200,000 00
Funded debt as per last report,	28,000 00
Total cash realized from capital stock and debt,	<u>\$362,500 00</u>

COST OF ROAD AND EQUIPMENT.

Construction,	\$353,761 22
Equipment,	18,617 00
Total cost,	<u>\$372,378 22</u>

CHARACTERISTICS OF ROAD.

Length of road laid,	12 miles.
Length of double track, including sidings,	14½ miles.
Gauge of road,	4 ft. 8½ ins.
Weight of rail per yard on main track,	40 & 52 lbs.
Number of car houses, shops and stables,	2
Number of first-class passenger cars,	26
Average value of each: 15 at \$1,050; 11 at	\$800 00
Number of second-class passenger cars,	6
Average value of each,	\$500 00
Number of passengers that may be seated in each car,	24 & 16
Number of horses owned by the company,	96
Average value of each, including harness,	\$80 00
Value of real estate held, exclusive of roadway,	1,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3½ tons.
Average rate of speed adopted by passenger cars, including stops (miles per hour),	6
Number of trips each day,	16
Number of miles traveled by each horse daily,	12 and 16
Average time consumed by cars in passing over the road,	25 min.

Material of foundation upon which track is laid : Wooden ties and iron chairs.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads : Same as last year.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES), CARRIED IN CARS FOR THE YEAR.

November, 1887,	100,173	July, 1888,	107,160
December, 1887,	120,662	August, 1888,	119,639
January, 1888,	97,304	September, 1888,	132,389
February, 1888,	89,535	October, 1888,	135,481
March, 1888,	97,805		
April, 1888,	99,683	Total,	<u>1,313,613</u>
May, 1888,	106,259		
June, 1888,	107,523		

RATE OF FARE FOR PASSENGERS.

Single fare,	<u>5 cents.</u>
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$9,895 65
Repairs of buildings,	84 66
	<u>\$9,980 31</u>

OPERATING THE ROAD.

On account of horses,	\$3,895 60
Harness and repairs,	389 27

EXPENSES—CONTINUED.

Repairs to cars,	\$2,283 52
Horse shoeing,	1,943 40
Hay, straw, feed,	11,430 58
Office expenses, stationery and depot expenses, . .	2,006 02
Salaries,	2,024 92
Insurance,	454 84
Watchmen, switchmen, hostlers, pay-roll,	6,376 00
General expense of stable,	951 47
Conductors and drivers,	15,187 29
Fluid, fuel, oil and gas,	396 24
Damage for injury of persons,	207 70
Total,	\$47,546 85
Total expenses for maintaining and operating the road. .	\$57,527 16

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

Stockholders,	\$12,500 00
Sale of bonds,	200,000 00
Other sources,	28,396 75
Total,	\$240,896 75

RECEIPTS.

MONTHS.	PASSENGERS.	MANURE.	OTHER SOURCES.	TOTAL.
November, 1887,	\$4,935 35	\$12 00	\$164 00	\$5,111 35
December, 1887,	6,090 95	12 00	555 97	6,658 92
January, 1888,	4,803 25	7 50	57 00	4,867 75
February, 1888,	4,422 65	7 50	175 00	4,605 15
March, 1888,	4,934 95	12 25	528 46	5,475 66
April, 1888,	4,956 40	6 00	140 70	5,103 10
May, 1888,	5,251 05		349 58	5,600 63
June, 1888,	5,327 15		157 00	5,484 15
July, 1888,	5,513 65		19 00	5,532 65
August, 1888,	6,383 85		1,732 59	8,116 44
September, 1888,	6,633 60		881 14	7,514 74
October, 1888,	6,694 10		975 75	7,669 85
Total,	\$65,946 95	\$57 25	\$5,736 19	\$71,740 39

SUMMARY OF PAYMENTS.

Construction,	\$214,481 14
Maintaining the road or real estate of the corporation, and operating the road, about	56,402 16
Interest,	2,013 58
New Horses,	1,125 00
Payments to loan account, bank note paid,	5,000 00
Miscellaneous, bond paid and retired,	28,000 00
Municipal taxes,	119 49
State taxes,	813 46
Total,	\$307,954 83

GENERAL BALANCE SHEET, 1888.

ASSETS

Construction,	\$139,280 08
Electric plant and equipment,	213,881 14
Real estate,	600 00
Cars and vehicles, not electric,	6,325 00
Horses,	12,000 00

GENERAL BALANCE SHEET, 1888—CONTINUED.

Harness,	292 00
Treasury stock,	1,300 00
Cash,	3,626 01
	<u>\$377,304 23</u>

LIABILITIES.

Capital stock, paid in,	\$162,500 00
Bonds,	200,000 00
Accounts payable,	8,396 75
Profit and loss,	6,407 48
	<u>\$377,304 23</u>

ACCIDENTS.

Injured,	1
Boy attempted to get on moving car, and fell under wheel, bruising his leg.	

IMPORTANT CHANGES DURING THE YEAR.

Change to electric power commenced.

PERKIOMEN PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

Charles Breneiser,	President.
George Eltz,	Secretary and Treasurer.
John B. Hout,	General Superintendent.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
William D. Althouse, . .	Philadelphia, Pa.	Aaron H. Donkle, . . .	Reading, Pa.
George W. Bard, . . .	Reading, Pa.	Isaac Hiester,	Reading, Pa.
Edward T. Clymer, . . .	Reading, Pa.	David Keiser,	Reading, Pa.

Date of annual meeting for election of directors, May 2.

GENERAL INFORMATION.

Title of Company : Perkiomen Avenue Passenger Railway Company.
By whom is the road operated : Perkiomen Avenue Passenger Railway Company.
General offices of the company at Nineteenth and Perkiomen avenue.
For information relating to this report, address, George Eltz, 525 North Ninth street, Reading.
What kind of power is used in propelling the cars on your road ? Horses.

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount authorized by votes of company,	100,000 00
Amount subscribed,	90,000 00
Number of shares issued,	1,800
Amount paid in on each share,	50 00
Par value of each share,	50 00

COST OF ROAD AND EQUIPMENT.

Construction,	\$109,704 12
Equipment,	25,236 33
Total cost,	\$134,940 45

CHARACTERISTICS OF ROAD.

Length of road laid,	5.9 miles.
Length of double track, including sidings,	1.1 mile.
Gauge of road,	5 ft. 2½ ins.
Weight of rail per yard on main track : Steel, 38 and 52 pounds ; iron, 45 pounds.	
Number of car houses, shops and stables : One car house, one shop, one stable.	
Number of depots,	1
Number of first-class passenger cars,	23
Average value of each,	\$561 66
Number of passengers that may be seated in each car : One car, 35 ; 9 cars, 25, and 13 cars, 20.	

CHARACTERISTICS OF ROAD—CONTINUED.

Number of horses and mules owned by the company,	80
Average value of each, including harness,	\$135 00
Average weight, in pounds, of passenger cars, exclusive of passengers and baggage: One, 3,500; nine, 3,100, and thirteen, 3,600.	
Average rate of speed adopted by passenger cars, including stops (miles per hour),	4.7
Number of trips each day,	8
Number of miles traveled by each horse daily,	18
Average time consumed by cars in passing over the road,	1 hr. 42 min.

Material of foundation upon which track is laid: Broken stone and clay.

Describe the route of your road in detail, giving the streets occupied and connections with other roads: Beginning at Front street on Penn, thence along Penn street to Eleventh street, thence along Perkiomen avenue to near Nineteenth street, thence on a lane to depot and City Park. Double track on Penn street from Front to Tenth street.

Branch, beginning at Tenth and Penn, thence along Tenth street to Merion street; also from Tenth and Spring streets, down Spring to Ninth street, thence along Ninth street to connect with main track at Ninth and Penn streets.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	58,802	August, 1888,	118,169
February, 1888,	57,200	September, 1888,	96,299
March, 1888,	59,817	October, 1888,	76,481
April, 1888,	72,201	November, 1888,	73,034
May, 1888,	99,192	December, 1888,	81,682
June, 1888,	118,092		
July, 1888,	122,149	Total,	1,033,118

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Tickets in packages of six sold for	25 cents.
One hundred fares, limited,	\$1 50
Thirty rides,	1 00

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$2,952 80
Repairs of buildings,	122 87
Taxes on real estate,	210 17
Total,	\$3,285 84

OPERATING THE ROAD.

On account of horses,	\$1,148 25
Harness and repairs,	475 92
Repairs to cars,	1,377 79
Horse shoeing,	1,213 02
Hay, straw, feed,	9,639 99
Office expenses, stationery and depot expenses,	1,117 52
Salaries,	1,850 00
Insurance,	53 50
Watchmen, switchmen, hostlers, pay-roll,	4,824 44
General expenses of stable,	369 80
Conductors and drivers,	9,180 34
Fluid, fuel, oil, and gas,	312 66
Damage for injury of persons,	70 00
Total,	31,633 23
Total expenses for maintaining and operating the road.	\$34,919 07

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

Stockholders, 250 shares,	\$15,000 00
Other sources,	3,552 46
Total,	<u>\$18,552 46</u>

RECEIPTS.

MONTHS.	PASSENGERS.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888,	\$2,301 25	\$8 00	\$13 81	\$2,323 06
February, 1888,	2,203 92	90 46	5 00	2,299 38
March, 1888,	2,316 91	1 00	7 50	2,325 41
April, 1888,	2,726 29	79 25		2,805 54
May, 1888,	3,840 30	17 35	2 02	3,859 67
June, 1888,	4,726 78	62 15	372 75	5,161 68
July, 1888,	4,928 65		2,688 11	7,616 76
August, 1888,	4,771 45	26 20		4,797 65
September, 1888,	3,875 22	36 87	16 00	3,928 09
October, 1888,	3,026 27	40 05	2 00	3,068 32
November, 1888,	2,921 83		58 04	2,979 87
December, 1888,	3,226 82	2 00	23 90	3,252 72
Total,	<u>\$40,865 69</u>	<u>\$363 33</u>	<u>\$3,189 13</u>	<u>\$44,418 15</u>

SUMMARY OF PAYMENTS.

Construction : Penn street double track, \$10,856 77; paving Ninth and Tenth streets, \$3,264 15; total,	\$14,120 92
Maintaining the road or real estate of the corporation, and operating the road,	34,783 90
Interest,	162 61
Dividends,	6,450 00
New passenger cars and horses, 8 horses, 2 cars and 1 snow plow,	2,679 65
Municipal taxes,	135 17
State taxes,	497 26
Total,	<u>\$58,829 51</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Real estate,	\$1,150 00
Road and railway,	75,372 87
Ninth and Tenth,	27,656 74
Stable and office,	4,370 10
Car house,	2,304 41
Horse list,	11,062 84
Car list,	14,173 49
Cash on hand,	4,855 56
	<u>\$140,946 01</u>

LIABILITIES.

Capital stock,	\$90,000 00
Surplus,	23,692 71
Profit and loss,	27,253 30
	<u>\$140,946 01</u>

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:

Five per cent. on	\$75,000 00
Three per cent. on	90,000 00

STOCKS AND DIVIDENDS—CONTINUED.

Paid in dividends, cash,	6,450 00
Balance for the year, or surplus,	588 64
Surplus at commencement of the year,	4,266 92
Total surplus,	4,855 56

ACCIDENTS.

Passengers injured,	1
Others injured,	1

IMPORTANT CHANGES DURING THE YEAR.

Ten blocks of double track on Penn street.

PHILADELPHIA CITY PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
William W. Colket.	President.	Philadelphia.
T. W. Pennypacker.	Secretary and Treasurer, . .	Delaware county, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
W. S. Wilson.	Chester Valley.	John M. Chesnut.	Philadelphia.
William Cochran.	Philadelphia.	Collins W. Walton.	Philadelphia.
John Markoe.	Philadelphia.	John A. Brown, Jr.,	Philadelphia.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Title of company: Philadelphia City Passenger Railway Company.

By whom is the road operated: By the Philadelphia Traction Company, operating the West Philadelphia Passenger Railway Company, lessee of the Philadelphia City Passenger Railway.

General offices of the company at 202 Walnut Place, Philadelphia, Pa.

For information relating to this report, address T. W. Pennypacker, Secretary, 202 Walnut Place, Philadelphia.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Philadelphia City Passenger Railway Company was incorporated by the act of Assembly passed March 26, 1859. Date of charter, April 9, 1859.

Construction: Rails laid on white and yellow pine stringers on cross-ties, with gravel foundation.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount subscribed,	1,000,000 00
Amount now paid in,	475,000 00
Number of shares issued,	20,000
Amount paid in on each share,	23 75
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due January 1, 1910; bear interest at 5 per cent., which is payable January 1 and July 1), amount,	\$200,000 00
Debenture bonds (due March 1, 1895; bear interest at 7 per cent., which is payable March 1 and September 1), amount,	100,000 00
Total amount of funded debt,	\$300,000 00
Funded debt as per last report,	\$300,000 00
Total cash realized from capital stock and debt,	775,000 00

COST OF ROAD AND EQUIPMENT.

Construction,	\$650,748 38
Equipment,	225,094 50
Total cost,	<u>\$875,842 88</u>

CHARACTERISTICS OF ROAD.

Length of road laid, main line, 7 miles 363 feet; Darby road proper, 5 miles 255 feet; extension, 5 miles 1,582 feet.	17 m. 2,200 ft.
Length of double track, including sidings,	6 miles
Gauge of road,	5 ft. 2½ ins.
Weight of rail per yard on main track,	47 and 78 lbs.
Number of car houses, shops and stables,	6
Number of depots,	4
Number of first-class passenger cars,	132
Number of horses and mules owned by the company,	708
Value of real estate held, exclusive of roadway,	<u>\$302,650 00</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Forty-second and Chestnut, down Chestnut to Front, to Walnut, to Twenty-second, to Chestnut, to depot at Forty-second and Chestnut streets. Branch line leaves Chestnut street at Thirty-second, along Thirty-second to Lancaster avenue, to Belmont avenue, to Fairmount Park. Branch line leaves Chestnut street at Woodland avenue, along Woodland avenue to Darby road, to borough of Darby.

EXPENSES.

OPERATING THE ROAD.

Office expenses, stationery and salaries,	<u>\$2,437 21</u>
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RECEIPTS.

From lessees for rental of road,	\$142,500 00
Other sources,	260 96
Total,	<u>\$142,760 96</u>

SUMMARY OF PAYMENTS.

Dividends,	\$135,000 00
Miscellaneous, office expenses, etc.,	2,437 21
Total,	<u>\$137,437 21</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction and equipment,	\$875,842 88
Cash,	76,985 30
	<u>\$952,828 18</u>

LIABILITIES.

Capital stock,	\$475,000 00
Mortgage bonds,	200,000 00
Debenture bonds,	100,000 00
Mortgage bonds, Philadelphia and Darby Railway Company's, . . .	43,000 00
Unclaimed interest and dividends,	1,007 20
Rental of road account,	70,000 00
Profit and loss,	63,820 98
	<u>\$952,828 18</u>

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year : January 10, 1888, 6½ per cent. ; July 10, 1888, 7 per cent.

Paid in dividends, cash,	\$135,000 00
Balance for the year, or surplus,	323 75
Surplus at commencement of the year,	5,654 35
Total surplus,	5,978 10
Cash,	5,978 10

The Philadelphia City Passenger Railway is leased to the West Philadelphia Passenger Railway Company for the term of 900 years, beginning with the first day of January, 1884.

PHILADELPHIA AND DARBY RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Beauveau Borie,	President,	Philadelphia, Pa.
Wm. W. Colket,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
M. Hall Stanton,	Philadelphia.	Thomas U. Walker, . .	Chester Valley.
Collins W. Walton, . .	Philadelphia.	Christian W. Kunkel, .	Philadelphia.
William W. Colket, . . .	Philadelphia.	Charles J. Walton, . .	Philadelphia.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Title of company: Philadelphia and Darby Railway Company.

By whom is the road operated? Philadelphia Traction Company, operating the West Philadelphia Passenger Railway Company, lessee of the Philadelphia City Passenger Railway Company, lessee of the Philadelphia and Darby Railroad.

General offices of the company, at No. 202 Walnut Place, Philadelphia.

For information relating to this report, address Wm. W. Colket, Secretary, 202 Walnut Place, Philadelphia.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Philadelphia and Darby Railroad Company was incorporated by the act of Assembly, approved April 28, 1857, with a capital stock of 10,000 shares of twenty dollars each.

Was sold at sheriff's sale April 4, 1881, and reorganized as the Philadelphia and Darby Railway Company, May 2, 1881, with a capital stock of 4,000 shares, at a par value of fifty dollars per share.

Rails laid on stringers, placed on cross-ties, with gravel foundation.

CAPITAL STOCK.

Amount authorized by law,	\$200,000 00
Amount subscribed,	200,000 00
Number of shares issued,	4,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds, (due May 1, 1927, bear interest at 4 per cent., which is payable May 1 and November 1), amount,	\$100,000 00
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UNFUNDED DEBT.

Funded and unfunded debt as per last report,	\$100,000 00
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CCST OF ROAD AND EQUIPMENT.

Unknown to present officers.

CHARACTERISTICS OF ROAD.

Length of road laid,	5 mls. 255 ft.
Length of double track, including sidings,	1 mls. 1,846 ft.
Gauge of road,	5 ft. 2¼ in.
Weight of rail per yard on main track,	42 pounds.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From the borough of Darby, in Delaware county, along Darby road to Woodland avenue, along said avenue to Market street, Philadelphia.

RECEIPTS.

From lessee, for maintaining organization,	\$50 00
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SUMMARY OF PAYMENTS.

Miscellaneous, organization expenses,	\$50 00
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STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: The dividends are paid directly to the stockholders by the lessees in accordance with the terms of the lease.

The Philadelphia and Darby Railway is leased to the Philadelphia City Passenger Railway Company for 999 years, beginning with the first day of January, 1870. All questions unanswered in this report should be contained in theirs.

PHILADELPHIA AND GRAY'S FERRY PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
Matthew Brooks,	President,	Philadelphia, Pa.
I. Crawford Dawes,	Secretary and Treasurer, . . .	Philadelphia, Pa.
William H. Brooks,	General Superintendent, . . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
I. Hicks Conrad,	Philadelphia, Pa.	Oliver Hopkinson, . . .	Philadelphia, Pa.
Richard Dale,	Philadelphia, Pa.	James McManes, . . .	Philadelphia, Pa.
William Dulles,	Philadelphia, Pa.	Arthur H. Craige, . . .	Philadelphia, Pa.

Date of annual meeting for election of directors, third Tuesday in January.

GENERAL INFORMATION.

Title of company: Philadelphia and Gray's Ferry Passenger Railway Company.

By whom is the road operated: By the company.

General offices of the company at Thirty-sixth street and Gray's Ferry road.

For information relating to this report, address President of the company.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter approved 9th April, 1858, Philadelphia and Gray's Ferry Passenger Railway Company.

Organized and constructed in the usual way.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount authorized by votes of company,	308,750 00
Amount subscribed,	308,750 00
Amount now paid in, common,	308,750 00
Number of shares issued,	12,350
Amount paid in on each share,	25 00
Par value of each share,	50 00

COST OF ROAD AND EQUIPMENT.

Total cost of construction and equipment,	\$243,713 00
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CHARACTERISTICS OF ROAD.

Length of road laid,	10.38 miles.
Length of double track, including sidings,	2½ miles.
Gauge of road,	5 ft. 2 ins.
Weight of rail per yard on main track,	47 lbs.

CHARACTERISTICS OF ROAD—CONTINUED.

Number of car houses and stables,	4
Number of depots,	1
Number of first-class passenger cars,	24
Average value of each,	\$500 00
Number of second-class passenger cars,	6
Average value of each,	\$250 00
Number of passengers that may be seated in each car,	20
Number of other cars: Two sweepers, snow plow and truck.	
Number of horses owned by the company,	190
Average value of each, including harness,	\$75 00
Value of real estate held, exclusive of roadway, cost of,	\$33,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,000
Average rate of speed adopted by passenger cars, including stops (miles per hour),	5
Number of trips each day,	240
Number of miles traveled by each horse daily,	19
Average time consumed by cars in passing over the road,	90 minutes.

Material of foundation upon which track is laid : Usual way.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads : From Gray's Ferry bridge, along Gray's Ferry road, to Christian street, Twenty-second street, Spruce and Third streets, to Exchange at Third and Walnut; along Dock, Second, Pine, Twenty-third streets and Gray's Ferry road to terminus.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES), CARRIED IN CARS FOR THE YEAR.

January, 1888,	255,533	September, 1888,	240,902
February, 1888,	240,465	October, 1888,	249,203
March, 1888,	238,801	November, 1888,	242,157
April, 1888,	271,612	December, 1888,	250,983
May, 1888,	284,019		
June, 1888,	268,185	Total,	3,032,592
July, 1888,	258,644		
August, 1888,	232,088		

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Exchange tickets,	8 cents.
Tickets in packages of 5 sold for,	25 cents.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway,	\$4,188 56
Taxes on real estate,	864 13
Total,	\$5,052 69

OPERATING THE ROAD.

On account of horses,	\$5,888 00
Harness and repairs,	905 11
Repairs to cars,	2,916 70
Horse shoeing,	3,501 00
Hay, straw, feed,	21,105 46
Office expenses, stationery and depot expenses,	277 56
Salaries,	5,400 00
Watchmen, switchmen, hostlers, payroll,	13,905 83
General expenses of stable,	597 38

EXPENSES—CONTINUED.

Conductors and drivers,	42,780 49
Fluid, fuel, oil and gas,	376 18
Damage for injury of persons,	250 00
Total,	97,903 71
Total expenses for maintaining and operating the road, . .	\$102,956 40

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

Other sources,	\$283 50
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RECEIPTS.

MONTHS.	FROM PASSENGERS.	RENT.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888, . . .	\$11,688 08
February, 1888, . . .	10,978 68	.	.	.	.
March, 1888,	11,026 63	.	.	.	.
April, 1888,	12,484 61	.	.	.	.
May, 1888,	13,484 49	.	.	.	.
June, 1888,	12,706 85	.	.	.	.
July, 1888,	12,235 42	.	.	.	.
August, 1888,	10,960 23	.	.	.	.
September, 1888, . .	11,456 35	.	.	.	.
October, 1888, . . .	11,857 85	.	.	.	.
November, 1888, . .	11,525 77	.	.	.	.
December, 1888, . .	11,918 84	.	.	.	.
Total,	\$142,323 80	\$1,190 00	\$1,159 58	\$1,205 96	\$145,879 34

SUMMARY OF PAYMENTS.

Construction and equipment,	\$283 50
Maintaining the road or real estate of the corporation, and operating the road,	102,956 40
Dividends,	42,545 70
Miscellaneous,	1,410 82
Municipal taxes,	1,411 25
State taxes,	3,629 81
Total,	\$152,237 48

GENERAL BALANCE SHEET, 1888.

ASSETS.

Road and equipments,	\$243,713 00
Schuylkill River Passenger Railway stock,	49,050 00
Over issued stock,	10,000 00
Cash,	19,144 05
	\$321,907 05

LIABILITIES.

Capital stock,	\$309,207 00
Dividends, Nos. 9, 10, 13, 15,	45 87
Profit and loss,	12,654 18
	\$321,907 05

STOCK AND DIVIDENDS.

Paid in dividends, cash,	\$42,545 70
Balance for the year, or surplus,	19,144 05
Surplus at commencement of the year,	25,502 19

ACCIDENTS.

Passengers injured,	1
Killed,	1

January 1, 1881, Dennis Downey jumped from a car while in motion, and dislocated his shoulder.

August 18, 1888, Lucy Cathcart, a blind woman seventy-one years old, attempted to cross the street while a car was passing, fell against the car. The hind wheel ran over and broke one leg. Died from shock.

PHILADELPHIA TRACTION COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
William H. Kemble,	President,	Philadelphia.
Peter A. B. Widener,	Vice President,	Philadelphia.
William L. Elkins,	Vice President,	Philadelphia.
D. W. Diekson,	Secretary and Treasurer, . .	Philadelphia.
James T. Gorman,	General Superintendent, .	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
William H. Kemble, . .	Philadelphia.	Thomas Dolan,	Philadelphia.
Peter A. B. Widener, . .	Philadelphia.	James McManes, . . .	Philadelphia.
William L. Elkins, . . .	Philadelphia.	Joseph B. Altemus, . .	Philadelphia.

Date of annual meeting for election of directors, the first Tuesday in September of each year.

GENERAL INFORMATION.

Title of company: Philadelphia Traction Company.

By whom is the road operated: Philadelphia Traction Company.

General office of the company at northwest corner Forty-first and Haverford streets.

What kind of power is used for propelling the cars on your road? Cable and horse power.

CAPITAL STOCK.

Amount authorized by law,	\$5,000,000 00
Amount authorized by votes of company,	5,000,000 00
Amount subscribed,	5,000,000 00
Amount now paid in,	2,937,405 00
Number of shares issued,	100,000
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Collateral trust bonds (due August 15, A. D. 1917; bear interest at 4 per cent., which is payable February 15 and August 15), amount, .	\$1,274,000 00
Funded debt as per last report,	\$1,300,000 00
Total cash realized from capital stock and debt,	4,211,405 00

CHARACTERISTICS OF ROAD.

Length of road laid,	119 miles.
Gauge of road,	5 ft. 2½ ins.
Weight of rail per yard on main track,	45 to 78 lbs.

CHARACTERISTICS OF ROAD.—CONTINUED.

Number of car houses, shops and stables,	35
Number of depots,	12
Number of first-class passenger cars,	558
Average value of each,	\$1,000 00
Number of second-class passenger cars,	104
Average value of each,	\$500 00
Number of passengers that may be seated in each car,	22
Number of other cars, sweepers, plows, etc.,	57
Number of horses owned by the company,	2,179
Average rate of speed adopted by passenger cars, including stops (miles per hour),	5
Number of miles traveled by each horse daily,	18
Average time consumed by cars in passing over the road, each a dif- ferent time.	

Material of foundation upon which track is laid: Yellow pine stringers, cross-ties and gravel foundation.

Describe the route of your road in detail, giving the streets occupied and connections with other roads:

Depot, Hancock Street and Lehigh Avenue.—Jefferson Street Division.—Yellow car.—Down trip: From Hancock street and Lehigh avenue, on Hancock to Columbia avenue, to Franklin, to Master, to Twenty-seventh, to Poplar, to Twenty-ninth. Up trip: From Twenty-ninth and Poplar streets on Poplar to Twenty-seventh, to Jefferson, to Franklin, to Thompson, to Front, to Columbia avenue, to Howard, to Lehigh avenue, to Hancock street.

Depot, Norris and Thompson Streets.—Richmond Division.—Green car.—Down trip: From Norris and Thompson streets on Thompson to Marlborough, to Belgrade, to Frankford avenue, to Master, to Franklin, to Race, to Seventh, to Market, to Front. Up trip: From Front and Market streets on Market to Ninth, to Spring Garden, to Seventh, to Oxford, to Fourth, to Norris, to Memphis, to York, to Thompson, to Norris.

Cedar Street Branch.—Green car.—Down trip: From York and Cedar streets on Cedar to Somerset, to Richmond street. Up trip: From Richmond and Somerset streets on Somerset to Cedar, to York street.

Depot, Seventeenth and Berks Streets.—Seventeenth and Nineteenth Streets Division.—Yellow car.—Down trip: From Seventeenth and Berks streets on Seventeenth to Ridge avenue, to Francis, to Seventeenth, to Filbert, to Twelfth, to Chestnut, to Front and Walnut streets. Up trip: From Front and Walnut streets on Walnut to Eighteenth, to Sansom, to Nineteenth, to Norris, to Seventeenth, to Berks.

Twelfth and Sixteenth Streets Division.—Yellow car.—Down trip: From Twelfth and Susquehanna avenue on Twelfth to Morris, to Sixteenth street. Up trip: From Sixteenth and Morris streets on Sixteenth to Susquehanna avenue, to Twelfth street.

Depot, Twentieth and Montgomery Avenue.—Eighteenth and Twentieth Streets Division.—Brown car.—Down trip: From Twentieth and Montgomery avenue on Montgomery avenue to Twenty-second, to Susquehanna avenue, to Twenty-first, to Montgomery avenue, to Twentieth, to Ridge avenue, to South College avenue, to Twentieth, to Filbert, to Seventh, to Jayne, to Sixth, to Sansom. Up trip: From Sixth and Sansom streets on Sansom to Eighteenth, to Francis, to Perkiomen, to Vineyard, to Ridge avenue, to Eighteenth, to Montgomery avenue, to Twentieth street.

Depot, Twenty-third Street and Columbia Avenue.—Columbia Avenue Division.—Red car.—Down trip: From Twenty-third street and Columbia avenue on Columbia avenue to Franklin, to Race, to Seventh, to Market, to Front street. Up trip: From Front and Market streets on Market to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Twenty-third street.

Park Branch.—Red car.—Down trip: From Twenty-third and Columbia avenue on Columbia avenue to the Park. Up trip: From the Park on Columbia avenue to Twenty-third street.

Depot, Twenty-third and Brown Streets.—Fairmount Division,—Blue car.—Down trip: From Twenty-ninth and Poplar streets on Twenty-ninth to Brown, to Twenty-third, to Wallace, to Franklin, to Race, to Seventh, to Passyunk avenue, to Ellsworth, to Twelfth, to Wharton, to Sixteenth. Up trip: From Sixteenth and Wharton streets on Sixteenth to Ellsworth, to Broad, to Christian, to Ninth, to Spring Garden, to Twenty-third, to Brown, to Twenty-ninth, to Poplar.

Depot, Twentieth and Wharton Streets.—Nineteenth and Twentieth Streets Division.—Red car.—Down trip: From Twentieth and Wharton streets on Twentieth to Chestnut, to Front, to Walnut. Up trip: From Front and Walnut streets on Walnut to Nineteenth, to Tasker, to Twentieth, to Wharton.

Christian Street Division.—Yellow car.—Down trip: From Twentieth and Wharton streets on Twentieth to Ellsworth, to Twenty-third, to Christian, to Seventh, to Federal, to Front, to Wharton street. Up trip: From Front and Wharton streets on Wharton to Ninth, to Ellsworth, to Nineteenth, to Wharton, to Twentieth street.

Depot, Forty-first and Haverford Streets.—Market Street Division.—Yellow car.—Down trip: From Forty-first and Haverford streets on Forty-first to Market, to Front street. Up trip: From Front and Market streets on Market to Forty-first, to Haverford street.

Haddington Branch.—Yellow car.—Down trip: From Forty-first and Haverford streets on Haverford to Sixty-seventh street. Up trip: From Sixty-seventh and Haverford streets on Haverford to Sixty-fifth, to Vine, to Haverford, to Forty-first street.

Depot, Belmont and Columbia Avenue.—Lancaster Avenue Division.—Yellow car.—Down trip: From Belmont and Elm avenues on Belmont avenue to Lancaster avenue, to Thirty-second street, to Chestnut, to Front, to Walnut. Up trip: From Front and Walnut streets on Walnut to Twenty-second, to Chestnut, to Thirty-second, to Lancaster avenue, to Belmont avenue, to Elm avenue.

Baring Street Division.—Yellow car.—Down trip: From Belmont and Elm avenues on Elm avenue to Fortieth street, to Fairmount avenue, to Thirty-sixth street, to Baring, to Thirty-third, to Market to Front street. Up trip: From Front and Market streets on Market to Thirty-third, to Baring, to Thirty-seventh, to Fairmount avenue, to Fortieth, to Hutton, to Forty-first, to Elm avenue, to Belmont avenue.

Depot, Forty-second and Chestnut Streets.—Chestnut Street Division.—Green car.—Down trip: From Forty-second and Chestnut streets on Chestnut to Front, to Walnut street. Up trip: From Front and Walnut streets on Walnut to Twenty-second, to Chestnut, to Forty-second street.

Market Street Extension.—Yellow car.—Down trip: From Forty-first and Market streets on Market to Sixty-third, to Vine street. Up trip: From Sixty-third and Vine streets on Sixty-third to Market, to Forty-first street.

Depot, Forty-ninth Street and Woodland Avenue.—Darby Division.—Red car.—Route: From Thirty-second street and Woodland avenue on Woodland avenue to Darby, and return.

Spruce Street Division.—Orange car.—Down trip: From Forty-ninth street and Woodland avenue on Woodland avenue to Forty-first street to Spruce, to Woodland avenue, to Thirty-third street, to Market, to Front street. Up trip: From Front and Market streets on Market to Thirty-third, to Woodland avenue, to Spruce street, to Forty-second, to Chester, to Woodland avenue, to Forty-ninth street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

January, 1888,	4,259,473	August, 1888,	4,329,247
February, 1888,	4,107,292	September, 1888,	4,657,429
March, 1888,	4,258,311	October, 1888,	4,880,409
April, 1888,	4,748,130	November, 1888,	4,734,841
May, 1888,	5,075,965	December, 1888,	4,994,998
June, 1888,	4,897,259		
July, 1888,	4,541,392	Total,	<u>55,484,746</u>

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Exchange tickets,	8 cents.

EXPENSES.

Repairs of road bed and railway,	\$70,989 78
Repairs of buildings,	8,705 48
Taxes on real estate,	15,162 06
	<u>\$94,857 32</u>

OPERATING THE ROAD.

On account of horses,	\$41,267 50
Harness repairs,	7,136 90
Repairs to cars,	59,874 10
Horse shoeing,	35,764 11
Hay, straw and feed,	254,529 77
Office expenses, stationery and depot expenses,	53,720 62
Salaries,	25,600 00
Water rents,	5,558 00
Insurance,	10,273 60
Watchmen, switchmen, hostlers, pay roll,	223,645 71
Taxes,	131,741 52
General expenses of stables,	3,356 37
Conductors, drivers and gripmen,	649,980 12
Oil and gas,	20,367 30
Damages for injury to persons,	27,831 93
Cable expenses, material,	153,992 95
Cable expenses, labor,	140,062 10
	<u>\$1,844,702 60</u>

RECEIPTS.

MONTHS.	PASSENGERS.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888,	\$210,095 06	\$313 65	\$64,040 46	\$274,449 17
February, 1888,	203,492 01	358 33	1,800 00	205,650 34
March, 1888,	210,462 01	1,054 43	1,800 00	213,316 44
April, 1888,	235,141 23	535 65	1,800 00	237,476 88
May, 1888,	251,466 28	636 21	1,800 00	253,902 49
June, 1888,	242,987 24	2,081 10	2,800 00	247,868 34
July, 1888,	223,592 29	340 27	64,370 46	288,303 02
August, 1888,	211,779 08	431 85	1,800 00	214,010 93
September, 1888,	227,801 02	850 08	1,800 00	230,451 10
October, 1888,	238,989 34	296 80	1,800 00	241,086 14
November, 1888,	231,833 34	354 58	1,800 00	233,987 92
December, 1888,	244,795 34	2,291 57	2,300 00	249,386 91
Total,	<u>\$2,732,434 24</u>	<u>\$9,544 52</u>	<u>\$147,910 92</u>	<u>\$2,889,889 68</u>

SUMMARY OF PAYMENTS.

Hay,	\$89,863 35	Car repairs,	59,874 10
Corn,	134,588 06	Gas,	17,549 54
Oats,	3,554 57	Oil,	2,817 76
Bran,	9,946 17	Royalty and detective,	6,877 72
Straw,	16,577 62	Conductors, drivers & grip-	
Stable labor,	121,981 41	men,	649,980 12
Stable material,	3,356 37	Wages,	101,664 30
Blacksmithing,	35,764 11	Salaries,	25,600 00
Harness,	7,136 90	Printing,	4,688 58
Horses,	41,267 50	Real estate repairs,	8,705 48
Street repairs,	70,989 78	Stationery,	1,440 23

SUMMARY OF PAYMENT.—CONTINUED.

Water rent,	\$5,558 00	Cable, coal,	26,452 37
Insurance,	10,273 60	Cable, grip labor,	16,693 70
Taxes,	146,903 58	Cable, grip material,	11,990 30
Damages,	27,831 93	Cable, repairs,	44,814 72
Miscellaneous,	33,505 97	Cable, rope,	45,514 43
Engine and mill,	5,688 01	Rents,	1,520 11
Cable, sundries,	16,078 90		
Cable, wages,	123,368 40		\$1,939,559 92
Cable, oil,	9,142 23		

PITTSBURGH, ALLEGHENY AND MANCHESTER PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Charles Atwell,	President,	Sewickley, Pa.
Charles Seibert,	Secretary and Treasurer, . .	Pittsburgh, Pa.
J. C. Cotton,	Superintendent,	Allegheny, Pa.

DIRECTORS.

NAMES OF MANAGERS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Charles Atwell,	Sewickley, Pa.	†John D. Nicholson, . .	Allegheny, Pa.
Edward Gregg,	Allegheny, Pa.	‡Fred. Gwinner,	Allegheny, Pa.
*John H. Dalzell,	Allegheny, Pa.		

* From November 24, 1888, in place of J. T. Speer, resigned.

† From November 24, 1888, in place of O. H. Allerton, Jr., resigned.

‡ From September 22, 1888, in place of R. C. Gray, deceased.

Died and resigned : R. C. Gray, died May 28, 1888 ; J. T. Speer, resigned November 24, 1888 ; O. H. Allerton, Jr., resigned November 24, 1888.

Date of annual meeting for election of directors, third Monday of January of each year.

GENERAL INFORMATION.

Title of company : Pittsburgh, Allegheny and Manchester Passenger Railway Company.

By whom is the road operated : Pittsburgh, Allegheny and Manchester Railway Company.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address Charles Seibert, 423 Wood street, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road ? Horses and mules.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Pittsburgh, Allegheny and Manchester Passenger Railway Company was organized under a charter, approved April 12, 1859, with a capital stock of \$75,000, with privilege of increasing same. The capital stock was subsequently increased, from time to time, until it is now \$350,000.

The main line was laid in the fall and winter of 1859, and first operated about January 1, 1860.

The Rebecca street branch was laid in the summer of 1860.

The East Ohio street branch was laid in the spring and summer of 1866.

CAPITAL STOCK.

Amount authorized by votes of company,	\$350,000 00
Amount subscribed,	350,000 00
Amount now paid in, common,	350,000 00
Number of shares issued,	7,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due November 8, 1892, bear interest at 8 per cent., which is payable February 1 and August 1), amount,	\$100,000 00
Second mortgage bonds (due February 1, 1903, or at any time after February 1, 1888, bear interest at 6 per cent., which is payable February 1 and August 1), amount,	100,000 00
Total amount of funded debt,	\$200,000 00
Funded debt as per last report,	200,000 00
Total cash realized from capital stock and debt,	550,000 00

COST OF ROAD AND EQUIPMENT.

Construction,	\$212,312 94
Equipment,	91,406 18
Total cost,	\$303,719 12

CHARACTERISTICS OF ROAD.

Length of road laid,	5 miles.
Length of double track, including sidings,	5 miles.
Gauge of road,	5 ft. 2 ins.
Weight of rail per yard on main track,	45 lbs.
Number of car houses, shops and stables,	3
Number of first-class passenger cars,	47
Average value of each,	\$800 00
Number of passengers that may be seated in each car,	22
Number of horses and mules owned by the company,	356
Average value of each, including harness,	\$130 00
Value of real estate held, exclusive of roadway,	\$157,116 38
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour), about,	5
Number of trips each day,	8, 10 and 14
Number of miles traveled by each horse daily, about,	16
Average time consumed by cars in passing over the road: Round trips, 42, 61 and 73 minutes.	

Material of foundation upon which track is laid: Pine stringers and cross-ties on clay and gravel.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads:

Main line: From corner of Sixth and Liberty streets, Pittsburg, along Sixth street to Suspension bridge, and across it to Allegheny City; thence by way of Federal street, West Ohio street, Western avenue, Bidwell street, Pennsylvania avenue and Beaver avenue, to stable on Strawberry lane.

Rebecca street branch: Leaves main line at corner of Federal and Lacock streets, thence along Lacock, Craig, Rebecca streets and Beaver avenue to car house, corner of Walnut street.

East Ohio street (or Troy Hill) branch : Leaves main line, corner of Federal and Ohio streets, thence along East Ohio street to car house and stable, near Chestnut street.

Connects with :

Citizens' Traction Company line,
Pittsburgh Traction Company line,
Pittsburgh Union Passenger Railway,
People's Park Passenger Railway,
Federal Street and Pleasant Valley Passenger Railway.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES), CARRIED IN CARS FOR THE YEAR.

January, 1888,	352,635	August, 1888,	322,349
February, 1888,	325,923	September, 1888,	392,881
March, 1888,	348,650	October, 1888,	371,562
April, 1888,	345,489	November, 1888,	372,521
May, 1888,	373,133	December, 1888,	428,429
June, 1888,	359,302		
July, 1888,	347,120	Total,	<u>4,339,994</u>

RATE OF FARE FOR PASSENGERS.

Single fare, East Ohio street branch, 5 cents ; main line and Rebecca street branch,	6 cents.
Transfer tickets,	2 cents.
Tickets in packages of 5 sold for,	25 cents.
Tickets in books of 50 sold for,	<u>\$2 45</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$9,995 12
Repairs of buildings,	1,034 63
Taxes on real estate,	<u>1,252 95</u>
Total,	\$12,282 70

OPERATING THE ROAD.

On account of horses,	\$5,678 50
Harness and repairs,	900 13
Repairs to cars,	7,221 85
Horse shoeing and blacksmithing,	6,336 36
Hay, straw, feed,	34,236 04
Office expenses, stationery and depot expenses, . . .	2,969 67
Salaries,	3,475 00
Insurance,	1,340 11
Watchmen, switchmen, hostlers, pay-roll, engineers, .	22,178 22
General expense of stable,	1,142 66
Conductors and drivers,	55,812 65
Bridge toll,	5,960 00
Damage for injury of persons, property, etc.,	<u>3,696 85</u>
Total,	\$150,948 04
Total expenses for maintaining and operating the road,	<u>\$163,230 74</u>

RECEIPTS.

MONTHS.	PASSENGERS.	RENT.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888, . .	\$18,863 14	\$125 00	\$15 00	\$16 00	.....
February, 1888, . .	17,395 69	.....	.....	90 00	.....
March, 1888, . . .	18,533 60	.....	.....	.....	.....
April, 1888, . . .	18,590 15	125 00	.....	45 00	.....
May, 1888,	19,896 80	.....	.....	.....	.....
June, 1888,	19,198 81	.....	.....	.....	.....
July, 1888,	18,609 75	125 00	15 00	22 00	.....
August, 1888, . . .	17,281 36	.....	.....	.....	.....
September, 1888, .	21,244 42	.....	.....	.....	.....
October, 1888, . .	19,704 50	125 00	165 00	545 00	.....
November, 1888, . .	20,072 64	.....	.....	.....	.....
December, 1888, . .	21,456 26	.....	.....	.....	.....
Total,	\$230,850 12	\$500 00	\$195 00	\$718 00	\$232,263 12

SUMMARY OF PAYMENTS.

Equipment,	\$550 00
Maintaining the road or real estate of the corporation, and operating the road,	163,230 74
Interest,	14,000 00
Dividends,	31,500 00
New passenger ears and horses,	5,175 00
Miscellaneous,	3,153 94
Municipal taxes,	3,178 74
State taxes,	3,194 01
Total,	\$223,982 43

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Construction,	\$212,312 94
Equipment,	91,406 18
Real estate,	157,116 38
Furniture and fixture,	685 00
Stocks,	97,845 00
Sundry accounts,	2,794 75
Cash,	25,871 22
	\$588,031 47
LIABILITIES.	
Capital stock,	\$350,000 00
Funded debt,	200,000 00
Profit and loss,	38,031 47
	\$588,031 47

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year :

January 2, 1888, 4 per cent.,	\$14,000 00
July 2, 1888, 5 per cent.,	17,500 00
Paid in dividends, cash,	31,500 00

ACCIDENTS.

Injured,	2
January 31, 1888, Jas. Burke, run over by ear; leg broken. September 15, 1888, E. W. Hurmawell, knocked down by ear horses and bruised.	

PITTSBURGH AND BIRMINGHAM PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 1, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
W. W. Patrick,	President,	Pittsburgh.
C. B. Agnew,	Secretary,	Pittsburgh.
John G. Holmes,	Treasurer,	Pittsburgh.
John Deloury,	General Superintendent,	Pittsburgh.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
W. W. Patrick,	Pittsburgh.	Charles J. Clark,	Pittsburgh.
Alex. Nimick,	Pittsburgh.	B. Wolfe, Jr.,	Pittsburgh.
Wm. M. Hersch,	Pittsburgh.		

GENERAL INFORMATION.

Title of company : Pittsburgh and Birmingham Passenger Railroad Company.
 By whom is the road operated ? Pittsburgh and Birmingham Company.
 General offices of the company at Thirtieth and Carson streets, South Side, Pitts-
 burgh.
 For information relating to this report, address C. B. Agnew, Secretary.
 What kind of power is used for propelling the cars on your road ? Horse.

CAPITAL STOCK.

Amount authorized by law,	\$200,000 00
Amount authorized by votes of company,	200,000 00
Amount subscribed,	200,000 00
Amount now paid in,	200,000 00
Number of shares issued,	4,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Bonds (due June 12, 1892 ; bear interest at $7\frac{3}{10}$ per cent., which is pay- able January 1 and July 1), amount,	\$75,000 00
Funded debt as per last report,	\$75,000 00
Unfunded debt as per last report,	3,000 00

COST OF ROAD AND EQUIPMENT.

Construction,	\$127,941 48
Equipment,	50,333 80

CHARACTERISTICS OF ROAD.

Length of road laid,	$3\frac{3}{8}$ miles.
Length of double track, including sidings,	$3\frac{1}{2}$ mls. $8\frac{1}{2}$ yds
Gauge of road,	5 ft. $2\frac{1}{2}$ ins.
Weight of rail per yard on main track,	45 and 47 lbs.

CHARACTERISTICS OF ROAD—CONTINUED.

Number of car houses, shops and stables,	1 each.
Number of depots,	1
Number of first-class passenger cars,	19
Average value of each,	\$750 00
Number of second-class passenger cars,	9
Average value of each,	\$250 00
Number of passengers that may be seated in each car,	22
Number of other cars,	1
Number of horses and mules owned by the company,	195
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of roadway,	63,800 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,000
Average rate of speed adopted by passenger cars, including stops (miles per hour),	5
Number of trips each day,	145
Number of miles traveled by each horse daily,	14
Average time consumed by cars in passing over the road,	41 minutes.

Material of foundation upon which track is laid: Gravel.

Describe the route of your road in detail, giving the streets occupied and connections with other roads: From Union Depot to Smithfield street, to the Monongahela river, thence across the bridge to Carson street on the south side, thence along Carson street to the terminus of the road at Thirtieth street. Connecting at Third avenue and Smithfield street, and at Tenth and Carson streets, with the South Side Passenger Railroad.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

November, 1887,	253,373	June, 1888,	263,894
December, 1887,	272,044	July, 1888,	280,843
January, 1888,	257,976	August, 1888,	262,210
February, 1888,	227,803	September, 1888,	302,956
March, 1888,	242,590	October, 1888,	295,393
April, 1888,	253,261		
May, 1888,	278,980	Total,	3,191,323

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Exchange tickets,	5 cents.
Tickets in packages of 100 sold for,	\$5.00

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$5,053 33
Repairs of buildings,	8,072 84
Total,	\$13,126 17

OPERATING THE ROAD.

On account of horses,	\$5,573 00
Repairs to cars,	5,140 44
Horse shoeing,	3,453 97
Hay, straw, feed,	21,475 01
Office expenses, stationery and depot expenses,	2,517 51
Salaries,	6,400 00
Insurance,	550 00
General expense of stable,	20,660 16
Conductors and drivers,	28,435 69

Total, 94,205 78

Total expenses for maintaining and operating the road, \$107,331 95

RECEIPTS.

MONTHS.	PASSENGERS.	MANURE.
November, 1887,	\$12,668 65	
December, 1887,	13,602 20	
January, 1888,	12,898 80	
February, 1888,	11,390 15	
March, 1888,	12,129 50	
April, 1888,	12,663 05	
May, 1888,	13,949 60	
June, 1888,	13,194 70	
July, 1888,	14,042 15	\$716 07
August, 1888,	13,110 50	
September, 1888,	15,147 80	
October, 1888,	14,769 65	
Total,	\$159,566 15	\$716 07

SUMMARY OF PAYMENTS.

Construction,	\$127,941 48
Equipment,	50,333 80
Maintaining the road or real estate of the corporation, and operating the road,	5,053 33
Interest,	5,550 00
Dividends,	40,000 00
Horses,	5,573 00
Municipal taxes,	627 16
State taxes,	2,665 42
Total,	\$237,744 19

GENERAL BALANCE SHEET, 1888.

ASSETS.

Real estate,	63,800 00
Construction,	127,941 48
Equipment,	50,333 80
Monongahela Water Company,	600 00
Conductors' change,	62 00
South Side Passenger Railroad Company,	69,384 19
N. Holmes & Sons,	19,363 03
	\$331,484 50

LIABILITIES.

Bonds,	\$75,000 00
Capital stock,	200,000 00
Surplus profit and loss,	56,484 50
	\$331,484 50

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 7, 1888, cash, 10 per cent.; July 10, 1888, cash, 10 per cent.

Paid in dividends, cash,	\$40,000 00
Balance for the year, or surplus,	56,484 50
Surplus at commencement of the year,	33,437 16
Surplus invested as follows:	
Balance of accounts due company,	19,363 03

ACCIDENTS.

Passengers injured,	2
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PITTSBURGH, OAKLAND AND EAST LIBERTY PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Thomas S. Bigelow,	President,	Pittsburgh, Pa.
John G. Traggardt,	Secretary,	Pittsburgh, Pa.
A. W. Mellon,	Treasurer,	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Thomas S. Bigelow, . . .	Pittsburgh, Pa.	C. L. Magee,	Pittsburgh, Pa.
W. L. Elkins,	Philadelphia, Pa.	A. W. Mellon,	Pittsburgh, Pa.
P. A. B. Widener,	Philadelphia, Pa.	George W. Elkins, . . .	Pittsburgh, Pa.
W. H. Kemble,	Philadelphia, Pa.		

NOTE.—The property and franchises of the Pittsburgh, Oakland and East Liberty Passenger Railway Company were, on the 17th day of June, 1887, leased to the Pittsburgh Traction Company for the term of 999 years, which company has since that date operated the road, and as to all queries hereinafter put you are respectfully referred to the report of that company.

DEBT.

FUNDED DEBT.

First mortgage coupon bonds (due February 1, 1901; bear interest at
6 per cent., which is payable semi-annually), amount, \$15,000 00

*Assumed by Pittsburgh Traction Company, and so noted in report of that company for 1888.

PITTSBURGH TRACTION COMPANY

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
George W. Elkins,	President,	Pittsburgh.
C. L. Magee,	Vice President,	Pittsburgh.
George L. McFarlane,	Secretary,	Pittsburgh.
Wilson M. McCandless,	Treasurer,	Pittsburgh.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
George W. Elkins, . . .	Pittsburgh.	Joseph W. Craig,	Pittsburgh.
P. A. B. Widener,	Philadelphia.	Thos. S. Bigelow,	Pittsburgh.
W. L. Elkins,	Philadelphia.	C. L. Magee,	Pittsburgh.
W. H. Kemble,	Philadelphia.		

Date of annual meeting for election of directors, third Monday in November.

GENERAL INFORMATION.

Title of company : The Pittsburgh Traction Company.

By whom is the road operated : The Pittsburgh Traction Company.

With what other companies consolidated : By purchase of the whole of their capital stock with the following: The Pittsburgh, Oakland and East Liberty Passenger Railway Company ; The Central Transit Company.

Date of consolidation: June 17, 1887.

General offices of the company at 310 Fifth avenue, Pittsburgh.

For information relating to this report, address Geo. L. McFarlane, Secretary, 310 Fifth avenue, Pittsburgh.

What kind of power is used for propelling the cars on your road ? Cable, drawn by steam-power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Pittsburgh Traction Company was organized April 14, 1887, with an authorized capital of \$2,500,000, payable in instalments, of which, up to December 12, same year, \$1,500,000 had been paid. A further instalment of \$5.00 per share, amounting to \$250,000, was called for December 21, 1888, but up to the time included in this report, had not been paid in. Having secured control of the Pittsburgh, Oakland and East Liberty Passenger Railway Company, the work of changing said railway from a horse car to a cable road was commenced early in 1887, and by November, 1888, that whole line, and that of the Central Transit Company, connecting with it at Grant street and Fifth avenue, were operated entirely by cable.

CAPITAL STOCK.

Amount authorized by law,	\$2,500,000 00
Amount subscribed,	2,500,000 00
Amount now paid in,	1,500,000 00
Number of shares issued,	500,000
Amount paid in on each share,	30 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Coupon bonds (due October 1, 1927, bear interest at 5 per cent., which is payable semi-annually), amount,	\$500,000 00
Also, issued by Pittsburgh, Oakland and East Liberty Passenger Railway Company, assumed by this company, coupon bonds (due February, 1901; bear interest at 6 per cent., which is payable semi-annually), amount,	15,000 00
Total amount of funded debt,	\$515,000 00

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	400,000 00
Total amount of funded and unfunded debt,	\$900,000 00
Funded debt as per last report,	\$25,000 00
Unfunded debt as per last report,	22,183 47
Total cash realized from capital stock and debt,	\$2,400,000 00

COST OF ROAD AND EQUIPMENT.

Construction, exclusive of real estate,	\$1,188,436 60
Equipment,	73,422 85
Total cost,	\$1,261,859 45

CHARACTERISTICS OF ROAD.

Length of road laid,	11 miles.
Length of double track, including sidings,	2½ miles.
Gauge of road,	5 ft. 2¼ ins.
Weight of rail per yard on main track,	66⅔ lbs.
Number of car houses, shops and stables,	4
Number of depots,	2
Number of first-class passenger cars,	30
Average value of each,	\$1,500 00
Number of second-class passenger cars,	10
Average value of each,	\$400 00
Number of passengers that may be seated in each car,	30
Number of other cars: 2 salt cars, 2 snow plows.	
Number of horses and mules owned by the company,	16
Average value of each, including harness,	\$150 00
Value of real estate held, exclusive of roadway,	\$211,927 64
Average weight, in pounds, of passenger cars, exclusive of passengers and baggage,	10,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour),	9
Number of trips each day,	9
Average time consumed by cars in passing over the road,	32 min.

Material of foundation upon which track is laid: Concrete and iron.

Describe the route of your road in detail, giving the streets occupied and connections with other roads: From Liberty street, through Fifth avenue to Shady avenue; thence by Penn avenue to company's East Liberty depot; thence returning by Hiland avenue, to Fifth avenue, and through said Fifth avenue to point of starting. Connects with Central Passenger Railway Company at intersection of Wylie and Fifth avenues, and crosses track of said company at Fifth avenue and Grant street. Crosses Pittsburgh and Birmingham Passenger Railway at Smithfield street, and Transverse Passenger Railway at Wood street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	166,200	August, 1888,	174,117
February, 1888,	157,128	September, 1888,	234,667
March, 1888,	167,697	October, 1888,	340,546
April, 1888,	176,740	November, 1888,	386,664
May, 1888,	193,109	December, 1888,	432,168
June, 1888,	186,413		
July, 1888,	185,440	Total,	2,800,889

RATE OF FARE FOR PASSENGERS.

Single fare,	5 & 10 cents.
Tickets in packages of fifty sold for,	\$3 50

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$3,346 39
Taxes on real estate,	5,390 24
Total,	\$8,736 63

OPERATING THE ROAD.

On account of horses,	\$1,069 50
Harness and repairs,	454 78
Repairs to cars,	2,498 58
Horse shoeing,	2,023 52
Hay, straw, feed,	13,036 10
Office expenses, stationery, depot expenses, salaries, car-punch royalty, \$393.70,	11,387 60
Insurance,	2,031 95
General expense of stable,	7,643 31
Conductors and drivers,	29,176 21
Fuel, oil, gas and tar,	3,288 46
Damage for injury of persons,	204 50
Expenses peculiar to cable system, not enumerated in this form,	11,713 75

Total, 84,628 26

Total expenses for maintaining and operating the road, \$93,364 89

MONTHS.	PASSENGERS.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888,	\$9,801 20			\$9,801 20
February, 1888,	9,272 95			9,272 95
March, 1888,	9,943 30			9,943 30
April, 1888,	10,642 18			10,642 18
May, 1888,	11,543 14			11,543 14
June, 1888,	11,004 20	\$100 00		11,004 20
July, 1888,	11,116 60			11,116 60
August, 1888,	10,308 20			10,308 20
September, 1888,	13,013 50			13,013 50
October, 1888,	20,808 10			20,808 10
November, 1888,	24,189 50		\$7,879 75	28,687 85
December, 1888,	26,103 35		2,011 00	26,200 50
			900 00	27,003 35
Total,	\$167,746 22	\$100 00	\$10,790 75	\$178,536 97

SUMMARY OF PAYMENTS.

Construction,	\$848,644 03
Equipment,	61,522 85
Maintaining the road or real estate of the corporation, and operating the road,	93,364 89
Interest,	18,495 55
Municipal and State taxes,	5,390 24
Total,	\$1,030,417 56

GENERAL BALANCE SHEET, 1888.

ASSETS.

Permanent investments, construction and real estate,	\$2,440,318 88
Equipment, including material on hand,	73,422 85
Cash and collectible accounts,	74,827 86
	<u>\$2,588,569 59</u>

LIABILITIES.

Capital stock,	\$2,500,000	
Less installments unpaid, of which \$250,000 have been called December 21, but not yet paid in,	1,000,000	\$1,500,000 00
First mortgage coupon bonds,		500,000 00
Bonds issued by Pittsburgh, Oakland and East Liberty Passenger Railway Company, payment of which has been assumed by this company,		15,000 00
Unfunded debt, all incurred for construction, equipment or purchase of property :		
Bills payable,	\$400,000 00	
Open accounts,	47,662 69	
Mortgage,	10,000 00	
	<u>457,662 69</u>	
Dividend declared, but not yet paid,		100,000 00
Surplus,		15,906 90
		<u>\$2,588,569 59</u>

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies during the year : Dividend of two (2) dollars per share declared November 18, 1888 ; not paid up to close of year.

ACCIDENTS.

Killed,	<u>1</u>
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The subject of the accident noted above was a boy five years old, who was run over and injured so that he died a short time after. The matter was amicably settled with his parents.

PITTSBURGH UNION PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Charles Atwell,	President,	Sewickley, Pa.
Charles Seibert,	Secretary,	Pittsburgh, Pa.
J. J. Donnell,	Treasurer,	Allegheny, Pa.
J. C. Cotton,	Superintendent,	Allegheny, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Charles Atwell,	Sewickley, Pa.	R. C. Wrenshall,	Sewickley, Pa.
Edwin Bindley,	Pittsburgh, Pa.	Fred. Gwinner,	Allegheny, Pa.
W. F. Hansell,	Pittsburgh, Pa.	A. M. Byers,	Allegheny, Pa.
W. W. Speer,	Allegheny, Pa.		

Date of annual meeting for election of directors? Second Monday of January of each year.

GENERAL INFORMATION.

Title of company : Pittsburgh Union Passenger Railway Company.

By whom is the road operated : Pittsburgh Union Passenger Railway Company.

With what other companies consolidated : Union Passenger Railway Company.

Date of consolidation : August 26, 1881.

General offices of the company at Pittsburgh.

For information relating to this report, address Charles Seibert, Secretary, 423 Wood street, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road? Horses and mules.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Union Passenger Railway Company: Articles of association dated October 31, 1878; articles of association filed November 2, 1878; letters patent issued November 2, 1878.

Pittsburgh Union Passenger Railway Company: Articles of association dated August 27, 1879; articles of association filed August 30, 1879; letters patent issued August 30, 1879.

The above two companies were consolidated August 26, 1881, under the name of "Pittsburgh Union Passenger Railway Company," and a copy of the articles of consolidation was forwarded to the Secretary of State on same day.

The track was laid during the spring and summer of 1881, and the first cars were run in the latter part of July, 1881.

CAPITAL STOCK.

Amount authorized by votes of company,	\$100,000 00
Amount subscribed,	100,000 00
Amount now paid in, common,	82,755 00
Number of shares issued,	2,000
Amount paid in on each share, average,	41 37
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due October 1, 1901, bear interest at 5 per cent., which is payable April 1 and October 1), amount,	\$100,000 00
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UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	2,500 00
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Total amount of funded and unfunded debt,	\$102,500 00
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Funded debt as per last report,	\$100,000 00
Unfunded debt as per last report,	4,500 00
Total cash realized from capital stock and debt,	185,255 00

COST OF ROAD AND EQUIPMENT.

Construction,	\$77,229 85
Equipment,	61,530 92
Total cost,	\$138,760 77

CHARACTERISTICS OF ROAD.

Length of road laid,	4 m. 300 ft.
Length of double track, including sidings,	3 $\frac{1}{8}$ miles.
Gauge of road,	5 ft. 2 $\frac{1}{2}$ ins.
Weight of rail per yard on main track,	45 lbs.
Number of car houses, shops and stables,	1
Number of first-class passenger cars,	23
Number of passengers that may be seated in each car,	20
Number of horses and mules owned by the company,	143
Average value of each, including harness,	\$130 00
Value of real estate held, exclusive of roadway, cost,	\$14,878 85
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,300
Average rate of speed adopted by passenger cars, including stops (miles per hour),	5
Number of trips each day,	9
Number of miles traveled by each horse daily,	16
Average time consumed by cars in passing over the road,	1 h. and 41 m.

Material of foundation upon which track is laid : Pine stringers and cross-ties on gravel and clay.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads : From corner of Fifth avenue and Market street, Pittsburgh, along Fifth avenue, Liberty street, Fifth street, Penn avenue and Water street to Union bridge, across the bridge to Grant avenue, Allegheny City ; thence along Grant avenue, South avenue, Allegheny avenue, Franklin street, Fulton street, Washington avenue, Market street and Stanton avenue to stable and car house ; thence along Preble avenue, Hanover street and McClure avenue to Woods Run avenue, the terminus. Connects with Pittsburgh, Allegheny and Manchester Passenger Railway, Pittsburgh and West End Passenger Railway.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES), CARRIED IN CARS FOR THE YEAR.

January, 1888,	107,809	August, 1888,	102,427
February, 1888,	99,965	September, 1888,	102,437
March, 1888,	104,495	October, 1888,	108,655
April, 1888,	111,101	November, 1888,	108,251
May, 1888,	119,796	December, 1888,	111,563
June, 1888,	105,863		
July, 1888,	116,730	Total,	1,299,092

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Transfer tickets,	2 cents.
Tickets in packages of fifty sold for,	\$2.45

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$4,825 40
Repairs of buildings,	691 78
Taxes on real estate,	471 77

Total, \$5,988 95

OPERATING THE ROAD.

On account of horses,	\$5,830 00
Harness and repairs,	798 40
Repairs to cars,	2,844 88
Horse shoeing and blacksmithing,	2,635 55
Hay, straw, feed,	13,343 57
Office expenses, stationery, depot expenses,	1,303 34
Salaries,	1,450 00
Insurance,	525 00
Watchmen, switchmen, hostlers, pay-roll,	10,905 17
General expense of stable,	748 41
Conductors and drivers,	14,124 10
Damage for injury of persons and property, etc.,	417 85

Total, 54,926 27

Total expenses for maintaining and operating the road, \$60,915 22

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

Stockholders, \$4,405 00

RECEIPTS.

MONTHS.	PASSENGERS.	STOCK.	OTHER SOURCES.	TOTAL.
January, 1888,	\$5,353 31			
February, 1888,	4,967 23			
March, 1888,	5,185 81		\$1,965 00	
April, 1888,	5,517 81		75 00	
May, 1888,	5,940 30	\$60 00		
June, 1888,	5,240 76			
July, 1888,	5,792 02			
August, 1888,	5,066 37			
September, 1888,	6,327 15		1,025 00	
October, 1888,	5,398 34		1,730 00	
November, 1888,	5,372 77	60 00		
December, 1888,	5,533 30			
Total,	\$65,695 17	\$120 00	\$4,795 00	\$70,610 17

SUMMARY OF PAYMENTS.

Equipment,	\$25 00
Maintaining the road or real estate of the corporation, and operating the road,	60,915 22
Interest,	5,213 67
New horses,	375 00
Payments to loan account,	2,000 00
Miscellaneous,	50 00
Municipal taxes,	16 00
State taxes,	576 81
Total,	\$69,171 70

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Construction,	\$77,229 85
Equipment,	61,530 92
Real estate,	14,878 85
Stocks,	612 50
Supplies,	2,000 00
Cash,	6,791 35
Profit and loss,	22,211 53
	<u>\$185,255 00</u>
LIABILITIES.	
Capital stock,	\$82,755 00
Bonds,	100,000 00
Mortgage,	2,500 00
	<u>\$185,255 00</u>
ACCIDENTS.	
Killed,	1
Injured;	1

July 18, 1888, ——— Boyd, knocked out of a cart, by a car running against it, breaking his shoulder blade.

September 4, 1888, little girl named Daniels, run over by a car. Died.

PITTSBURGH AND WEST END PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
John C. Reilly,	President,	Pittsburgh, Pa.
James Callery,	Vice President,	Allegheny, Pa.
Thomas S. Bigelow,	Secretary,	Pittsburgh, Pa.
J. C. Reilly,	Treasurer,	Pittsburgh, Pa.
William J. Burns,	General Manager and Sup't,	Allegheny, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John C. Reilly,	Pittsburgh, Pa.	Thomas S. Bigelow, . .	Pittsburgh, Pa.
James Callery,	Allegheny, Pa.	J. D. Callery,	Allegheny, Pa.
W. J. Burns,	Allegheny, Pa.		

GENERAL INFORMATION.

Title of company : Pittsburgh and West End Passenger Railway Company.

By whom is the road operated : William J. Burns.

General offices of the company at Thirty-sixth ward, Pittsburgh, Pa.

For information relating to this report, address William J. Burns.

What kind of power is used for propelling the cars on your road? Horses and mules.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter of the Pittsburgh and West End Passenger Railway Company was granted on the 26th day of March, 1879; the route was operated on before the charter was granted by a 'bus company owned by Burns and Reilly, who organized the Pittsburgh and West End Railway Company. The charter was granted, on date mentioned, and by the fourth of July of the same year was put in operation, having in that time received from the city councils the right to enter upon and use certain streets for use of said railway company. New cars were built, the road constructed, stables, etc., completed, and the road was started with seven cars.

CAPITAL STOCK.

Amount authorized by law,	\$200,000 00
Amount subscribed,	86,000 00
Amount now paid in,	86,000 00
Number of shares issued,	4,000
Amount paid in on each share,	21 50
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Bonds (due June, 1889; bear interest at 6 per cent., which is payable semi-annually), amount,	\$16,000 00
Bonds (due from September 8, 1887, when desired; bear interest at six per cent., which is payable semi-annually), amount,	28,000 00
Total amount of funded debt,	<u>\$44,000 00</u>

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	22,394 32
Total amount of funded and unfunded debt,	<u>\$66,394 32</u>
Funded debt as per last report,	\$44,000 00
Unfunded debt as per last report,	22,200 00
Total cash realized from capital stock and debt,	<u>66,394 32</u>

COST OF ROAD AND EQUIPMENT.

Construction,	\$119,823 71
Equipment,	35,390 95
Total cost,	<u>\$155,214 66</u>

CHARACTERISTICS OF ROAD.

Length of road laid,	5¼ miles.
Length of double track, including sidings,	4½ miles.
Gauge of road,	5 ft. 2½ ins.
Weight of rail per yard on main track,	40 pounds.
Number of car houses, shops and stables,	2
Number of depots,	2
Number of first-class passenger ears,	21
Average value of each,	\$700 00
Number of second-class passenger cars,	2
Average value of each,	\$230 00
Number of passengers that may be seated in each car,	16 to 18
Number of other cars,	4
Number of horses and mules owned by the company,	122
Average value of each, including harness,	\$140 00
Value of real estate held, exclusive of roadway,	\$16,844 61
Average weight in pounds of passenger ears, exclusive of passengers and baggage,	3,300
Average rate of speed adopted by passenger ears, including stops (miles per hour),	5
Number of trips each day,	10
Number of miles traveled by each horse daily,	18 to 20
Average time consumed by cars in passing over the road,	<u>30 minutes.</u>

Material of foundation upon which track is laid: White pine cross-ties and stringers and steel rails.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Starting from Fifth avenue and Market street to Liberty street, to Fifth street, to Penn avenue, to Water street, to Point bridge; across bridge to Carson street, to Main street, to Wabash street, to stables in Thirty-sixth ward.

Extension or branches, from Point bridge east on Carson street, to Monongahela bridge and west on Carson street; from Main street to city line, then on Chartiers and Robinson township turnpike road to Chartiers, at stables in, Stowe township.

The Union Line connects with the West End Railway Company at Penn avenue and Water street. Connecting at city station with Pittsburgh, Allegheny and Man-

chester Line ; connecting at city station with Citizens' Traction Line ; connecting at city station with Pittsburgh Traction Line ; connecting at Point Bridge station with Pittsburgh, Cincinnati and St. Louis Railroad ; connecting at Point Bridge station with Pittsburgh and Lake Erie Railroad ; connecting on Carson street with Duquesne incline plane.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	117,850	September, 1888,	133,580
February, 1888,	113,843	October, 1888,	125,089
March, 1888,	118,153	November, 1888,	126,742
April, 1888,	115,642	December, 1888,	136,911
May, 1888,	123,620		
June, 1888,	113,870	Total,	1,452,181
July, 1888,	115,827		
August, 1888,	111,054		

RATE OF FARE FOR PASSENGERS.

Single fare,	6 cents.
Tickets in packages of — sold for	25 cents.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$2,502 92
Repairs of buildings,	158 07
Taxes on real estate,	1,768 11
Total,	\$4,429 10

OPERATING THE ROAD.

On account of horses,	\$3,804 50
Harness and repairs,	207 33
Repairs of cars,	1,091 50
Horse shocing,	2,525 12
Hay, straw, feed,	9,915 58
Office expenses, stationery and depot expenses,	1,383 22
Salaries,	2,220 00
Insurance,	421 24
Watchmen, switchmen, hostlers, pay-roll,	7,291 61
General expenses of stable,	9,976 68
Conductors and drivers,	12,677 11
Fluid, fuel, oil and gas,	370 31
Total,	\$51,884 20

Total expenses for maintaining and operating the road,	\$56,313 30
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RECEIPTS.

MONTHS.	PASSENGERS.	RENT.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888,	\$6,175 34	\$12 00			\$6,187 34
February, 1888,	5,878 51	12 00			5,890 51
March, 1888,	6,068 45				6,068 45
April, 1888,	5,990 74				6,014 74
May, 1888,	6,368 14	24 00			6,393 14
June, 1888,	5,892 37		\$25 00		6,000 57
July, 1888,	6,062 93	24 00	50 00	\$34 20	6,078 33
August, 1888,	5,759 88	12 00	40 00	15 40	5,811 88
September, 1888,	7,035 26	12 00	100 00		7,147 26
October, 1888,	6,519 16	12 00			6,531 16
November, 1888,	6,571 60	12 00			6,583 60
December, 1888,	7,137 71	12 00		8 80	7,158 51
Total,	\$75,460 09	\$132 00	\$215 00	\$58 40	\$75,865 49

SUMMARY OF PAYMENTS.

Construction,	\$2,115 31
Equipment,	757 42
Maintaining the road or real estate of the corporation, and operating the road,	50,462 19
Interest,	4,083 00
Dividends,	12,000 00
New passenger cars and horses,	5,431 50
Miscellaneous,	58 69
Municipal taxes,	633 29
State taxes,	1,134 82
Total,	<u>\$76,676 22</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction account,	\$119,823 71
Equipment account,	35,390 95
Sundries account,	9,315 51
Cash account,	55 77
	<u>\$164,585 94</u>

LIABILITIES.

Capital stock account,	\$86,060 14
Bonds account,	44,000 00
Sundries account,	22,394 32
Profit and loss account,	12,131 48
	<u>\$164,585 94</u>

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: June 30, 1888, cash, \$1.50 per share on 4,000 shares; December 31, 1888, cash, \$1.50 per share on 4,000 shares.

Paid in dividends, cash,	\$12,000 00
Balance for the year, or surplus,	7,915 39
Surplus at commencement of the year,	4,216 09
Total surplus,	12,131 48
Surplus invested as follows:	
Material, fuel and stores,	<u>320 00</u>

ACCIDENTS.

Man thrown from his buggy under a passing car and his leg broken.

PITTSTON STREET CAR COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Isaac Everitt,	President,	Pittston, Pa.
Eug. W. Mulligan,	Secretary,	Wilkes-Barre, Pa.
Isaac Everitt,	General Superintendent,	Pittston, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Isaac Everitt,	Pittston, Pa.	Jas. L. Morris,	Pittston, Pa.
M. W. Morris,	Pittston, Pa.	Geo. B. Everitt,	Pittston, Pa.
E. W. Mulligan,	Wilkes-Barre, Pa.	Edward L. Mulligan,	Wilkes-Barre, Pa.

GENERAL INFORMATION.

Title of company : The Pittston Street Car Company.

By whom is the road operated : The Pittston Street Car Company.

General offices of the company at Pittston, Pa.

For information relating to this report, address Eug. W. Mulligan, Wilkes-Barre, Pa.

What kind of power is used for propelling the cars on your road ? Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This road was originally chartered as The Pittston Passenger Railway Company, by act of Legislature passed 1873, and operated by that company until February, 1882, when it was sold by the sheriff of Luzerne county, to pay the bonds; reorganized January 1, 1883, under the present name of The Pittston Street Car Company, and has been operated by it to date.

CAPITAL STOCK.

Amount authorized by law,	\$25,000 00
Amount authorized by votes of the company,	10,000 00
Amount now paid in, common,	10,000 00
Number of shares issued,	200
Amount paid in on each share,	50 00
Par value of each share,	50 00

COST OF ROAD AND EQUIPMENT.

Construction,	\$7,000 00
Equipment,	3,000 00
Total cost,	\$10,000 00

CHARACTERISTICS OF ROAD.

Length of road laid,	1½ miles.
Length of double track, including sidings,	1½ miles.
Gauge of road,	5 ft. 2 in.

CHARACTERISTICS OF ROAD—CONTINUED.

Weight of rail per yard on main track,	42½ lbs.
Number of car houses, shops and stables,	1
Number of first-class passenger cars,	1
Average value of each,	\$800 00
Number of second-class passenger cars,	2
Average value of each,	\$300 00
Number of passengers that may be seated in each car,	16 and 25
Number of horses and mules owned by the company,	7
Average value of each, including harness,	\$200 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,400 lbs.
Average rate of speed adopted by passenger cars, including stops (miles per hour),	6
Number of trips each day,	13
Number of miles traveled by each horse daily,	15
Average time consumed in by cars in passing over the road,	28 minutes.

Material of foundation upon which track is laid: Oak stringers and tram rails.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Beginning at the intersection of Railroad and Main streets; thence along and upon said Main street to the Junction of the Lehigh Valley and the Lackawanna and Bloomsburg division of the Delaware, Lackawanna and Western Railroads, 1¼ miles in length.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES), CARRIED IN CARS FOR THE YEAR.

January, 1888,	8,588	September, 1888,	8,259
February, 1888,	8,183	October, 1888,	8,485
March, 1888,	8,359	November, 1888,	8,634
April, 1888,	7,360	December, 1888,	8,814
May, 1888,	7,773		
June, 1888,	8,339	Total,	102,087
July, 1888,	9,900		
August, 1888,	9,393		

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$572 16
Taxes,	104 05
Total,	\$676 21

OPERATING THE ROAD.

On account of horses,	\$175 00
Harness and repairs,	29 30
Repairs to cars,	45 65
Horse shoeing,	125 40
Hay, straw, feed,	964 33
Office expenses, stationery and depot expenses,	26 64
Salaries,	870 00
Watchmen, switchmen, hostlers, pay-roll,	460 70
General expense of stable,	62 53
Conductors and drivers,	962 00
Fluid, fuel, oil and gas,	27 36
Total,	3,748 91

Total expenses for maintaining and operating the road, \$4,425 12

RECEIPTS.

MONTHS.	PASSENGERS.	BAGGAGE.	OTHER SOURCES.	TOTAL.
December, 1887,				\$7 27
January, 1888,	\$429 40	\$10 15	\$14 00	453 55
February, 1888,	409 15	11 30	19 40	439 85
March, 1888,	417 95	12 75	18 50	449 20
April, 1888,	368 00	10 20	12 00	390 20
May, 1888,	388 65	9 60	16 50	414 75
June, 1888,	416 95	17 45	9 55	443 95
July, 1888,	495 00	14 45	9 85	519 30
August, 1888,	469 65	17 60	25 15	512 40
September, 1888,	412 95	12 15	11 45	436 55
October, 1888,	424 25	14 00	6 35	444 60
November, 1888,	431 70	11 45	12 05	455 20
December, 1888,	440 70	10 30	8 90	459 90
Total,	\$5,104 35	\$151 40	\$163 70	\$5,426 72

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	\$4,146 07
Dividends,	1,000 00
New passenger cars and horses,	175 00
Payments made to surplus fund,	1 60
Municipal taxes,	9 63
State taxes,	94 42
Total,	\$5,426 72

STOCKS AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies during the year:

February 1,	2 per cent.
March 1,	2 per cent.
June 1,	2 per cent.
August 1,	2 per cent.
December 1,	2 per cent.
Paid in dividends, cash,	\$1,000 00
Balance for the year or surplus,	1 60
Surplus at commencement of the year,	7 27
Total surplus,	1 60

READING CITY PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
B. F. Owen,	President,	545 Centre avenue, Reading.
James S. Douglas,	Vice President,	211 North Fifth street, Reading.
Henry A. Muhlenberg,	Secretary,	200 North Fourth street, Reading.
Henry A. Muhlenberg,	Treasurer,	520 Washington street, Reading.
John A. Riggs,	General Manager and General Superintendent.	517 Chestnut street, Reading.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John Rich,	630 Centre avenue, Reading.	William A. Sands, . . .	428 Walnut street, Reading.
William R. McIlvain, . .	210 North Fifth street, Reading.	Henry A. Muhlenberg,	200 North Fourth street, Reading.
Albert Tralheimer, . . .	105 North Eighth street, Reading.	B. F. Owen,	515 Court street, Reading.
Charles H. Schaeffer, . .	226 North Fifth street, Reading.	James S. Douglas, . . .	211 South Fifth street, Reading.
Matthew Harbster, . . .	417 South Fifth street, Reading.		

Date of annual meeting for election of directors, the second Tuesday in January.

GENERAL INFORMATION.

Title of company : The Reading City Passenger Railway Company.

By whom is the road operated : The Reading City Passenger Railway Company.

With what other companies consolidated : With no other company up to December 31, 1888.

General offices of the company at No. 537 South Sixth street, Reading, Pa.

For information relating to this report, address B. F. Owen, Henry A. Muhlenberg and John A. Riggs.

What kind of power is used for propelling the cars on your road : Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Reading City Passenger Railway Company was incorporated by act of the General Assembly of Pennsylvania, approved December 18, 1873. See pamphlet laws of 1874, appendix, page 436.

In July and August, 1874, the road was constructed from Sixth and Penn streets, out Sixth street to Robeson street, and along Robeson street to one of the entrances of the Charles Evans cemetery. In the same year the road was extended from Sixth and Penn streets to the foot of Sixth street.

In the summer of 1885 the tracks of the company were extended from Sixth and Windsor streets, along Windsor street to Centre avenue, and northward along Centre avenue to the main entrance of the Charles Evans cemetery.

In the spring of 1886, a branch line was constructed, beginning at Sixth and Laurel streets, thence eastward on Laurel to Ninth, north on Ninth street to Cotton street, and eastward on Cotton street to Nineteenth street.

In August, 1886, a branch line, beginning at Sixth and Walnut streets and running along Walnut street to Eleventh street, was constructed.

In the spring of 1887, an extension of four squares on North Eleventh street was constructed. This extension begins at Walnut street.

In September, 1887, an extension was constructed from the foot of Third street north to Chestnut street, thence east to Fourth street, thence north along Fourth street to Washington street, thence east along Washington street to Sixth street.

The work of the year 1888 is described elsewhere.

In the year 1883 ground was purchased and a stable and car house erected on South Sixth street.

In the year 1887 ground was purchased and a stable and car house were erected on South Third street.

The original capital of the company was \$50,000.

In 1887, by vote of stockholders, the capital was made \$75,000.

In 1888, by vote of stockholders, the capital was made \$200,000.

CAPITAL STOCK.

Amount authorized by law,	\$200,000 00
Amount authorized by votes of company,	200,000 00
Amount subscribed,	150,000 00
Amount now paid in, common,	150,000 00
Number of shares issued, 3,000	
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due 1893; bear interest at 5 per cent., which is payable April and October), amount,	\$12,000 00
Common bonds (due 1893; bear no interest), amount,	12,800 00
\$3,000 principal of life tickets, redeemable at option of holder, bear no interest,	3,000 00
Total amount of funded debt,	\$27,800 00

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property: For construction Schuylkill avenue branch,	10,000 00
Total amount of funded and unfunded debt,	\$37,800 00

Funded debt as per last report,	\$37,800 00
Unfunded debt as per last report,	21,419 76

Total cash realized from capital stock and debt,	\$187,800 00
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COST OF ROAD AND EQUIPMENT.

Construction, cost of road, all branches, and real estate,	\$142,699 19
Cost of equipment as per books,	49,949 72
Total cost,	\$192,648 91

CHARACTERISTICS OF ROAD.

Length of road laid: Eighty-six (86) squares of track.	
Length of double track, including sidings: No double tracks; twenty (20) sidings.	
Gauge of road,	5 ft. 2 $\frac{1}{4}$ ins.
Weight of rail per yard on main track, average,	47 lbs.
Number of car houses, shops and stables: 2 car houses, 2 stables, 1 shop; total,	5
Number of depots,	2

CHARACTERISTICS OF ROAD—CONTINUED.

Number of first-class passenger cars,	40
Average value of each,	\$400 00
Number of passengers that may be seated in each car,	42, 25 and 16
Number of other cars,	1
Number of horses and mules owned by the company,	140
Average value of each, including harness,	\$125 00
Value of real estate held, exclusive of roadway,	33,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,800
Average rate of speed adopted by passenger cars, including stops (miles per hour),	4
Number of trips each day,	12
Number of miles traveled by each horse daily,	18
Average time consumed by cars in passing over the road,	1 h. & 40 min.

Material of foundation upon which track is laid : Limestone spalls.

Describe the route of your road in detail, giving the streets occupied, and the connections with other roads : Beginning at Nineteenth and Cotton streets, thence west along Cotton street to Ninth street; thence south on Ninth street to Laurel street; thence west on Laurel street to Sixth street; thence south from Laurel street on Sixth street to Canal street, and north from Laurel street on Sixth street to Robeson street; from Sixth and Windsor streets westward to Centre avenue, thence northward on Centre avenue to the main entrance of the Charles Evans cemetery, and from Centre avenue and Windsor streets, southward along Centre avenue to Fifth street; thence southward along Fifth street to Laurel street; thence eastward on Laurel street to Sixth street.

Also beginning at Third and Burgaman streets, thence north along Third street to Chestnut street; thence east out Chestnut street to Fifth street, and from Fourth and Chestnut streets north along Fourth street to Washington street; thence east on Washington street to Sixth street; also from Fifth and Walnut streets, east on Walnut street to Eleventh street; thence north on Eleventh street to Greenwich street; also a connecting line of one square on Buttonwood street between Fifth and Sixth streets.

Also from Fourth and Washington streets, westward on Washington street to Front street; thence north on Front street to Schuylkill avenue; thence northward to Greenwich street. The whole line is in the city of Reading, Pa.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	80,784	August, 1888,	160,546
February, 1888,	78,398	September, 1888,	130,254
March, 1888,	70,768	October, 1888,	101,598
April, 1888,	92,792	November, 1888,	102,917
May, 1888,	128,693	December, 1888,	105,601
June, 1888,	146,997		
July, 1888,	161,847	Total,	1,364,190

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Tickets in packages of six sold for,	25 cents.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$442 72
Repairs and renewal account,	1,687 34
Hardware,	1,436 71
Total,	\$3,566 77

EXPENSES—CONTINUED.

OPERATING THE ROAD.	
On account of horses,	\$2,464 00
Royalty and exchange tickets,	850 78
Printing and advertising,	296 63
Horse shoeing,	1,877 87
Hay, straw, feed,	18,986 41
Office expenses, stationery and depot expenses,	239 50
Salaries,	2,237 50
Insurance,	363 25
* Watchmen, switchmen, hostlers, pay-roll, general ex- penses of stable,	26,672 72
Conductors and drivers,	724 62
Legal expenses and miscellaneous,	324 97
Damage for injury of persons,	18 95
Total,	55,067 20
Total expenses for maintaining and operating the road,	\$58,633 97

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of 1,200 shares of stock at \$50.00, \$600.00 due,	\$74,400 00
From other sources, two notes of company, \$5,000.00 each,	10,000 00
Total,	\$84,400 00

RECEIPTS.

MONTHS.	PASSENGERS.	NOTES AND BILLS PAYABLE.	MANURE AND SALE OF HORSES.	SALE OF NEW STOCK.	TOTAL.
January, 1888,	\$3,156 56	\$3,936 67	\$15 00		\$7,138 23
February, 1888,	3,037 16	4,922 50			7,959 66
March, 1888,	3,221 12		129 10	\$3,650 00	7,000 22
April, 1888,	3,403 83		612 50	29,855 91	33,872 24
May, 1888,	5,396 24		160 00	2,586 91	8,143 15
June, 1888,	6,326 13		100 00	5,849 83	12,275 96
July, 1888,	6,932 01			32,155 00	39,087 01
August, 1888,	6,651 45			366 00	7,011 45
September, 1888,	5,299 66				5,299 66
October, 1888,	4,039 09	10,000 00			14,039 09
November, 1888,	4,172 41				4,172 41
December, 1888,	4,753 41		615 00		5,368 41
Total,	\$56,389 07	\$18,859 17	\$1,661 60	\$74,457 65	\$151,367 49

SUMMARY OF PAYMENTS.

Construction,	\$36,255 36
Equipment,	5,461 11
Maintaining the road or real estate of the corporation, and operating the road,	3,566 77
Interest,	1,204 25
Dividends,	7,145 50
Payments to loan account,	†40,419 76
Payments made to surplus fund, cash balance, December 31, 1888,	4,677 46
Municipal taxes,	542 04
State taxes,	886 25
Total,	\$100,161 60

* Of this sum of \$26,672.72 the sum of \$4,440.00 has since, and after December 31, 1888, been charged to Fifth street branch line, that being the amount of labor of the permanent employes of the company spent on that branch.

† The item of "payment to loan account" of \$40,419.76 included two temporary loans from bank of \$4,000 and \$5,000 in January and February, 1888. On these notes the sum of \$8,859.17 was paid in April, 1888. This change in the accounts was made by order of the board of directors at a meeting held January 5, 1889.

GENERAL BALANCE SHEET, 1888.

ASSETS.

Fifty-seven (57) squares of track, including turn-outs, curves, switches and box culverts, at \$1,500 per square, as per last report, .	\$85,500 00
Fifth branch, constructed 1888, 20 squares of new track, cost,	26,556 12
Schuylkill avenue branch, constructed 1888, 7 squares of new track, cost,	9,005 19
Real estate on South Sixth street, Minor street and Willow street, including main stable and car house of company; original cost of ground and buildings, \$16,351.16; present value,	18,000 00
Real estate South Third street, Third street stable and adjoining land: cost of ground, \$6,000, cost of buildings, \$7,025.42; present value of ground and buildings,	15,000 00
One hundred and forty horses, at \$125 per horse,	17,500 00
Forty passenger cars, at \$400 per car,	16,000 00
Harness and stable fixtures, at stables South Sixth and South Third streets, as per inventory of last year, less 10 per cent.,	2,221 20
Saddler shop, \$100; new waiting house, Charles Evans cemetery, \$350; roof of Academy of Music, \$350; frame shed, North Sixth street, \$100; tools, material and stock in carpenter shop, \$500; 1 snow sweeper, \$950; construction tools, \$200; office furniture, \$150, as per inventory of December, 1887; total, \$2,650, less 10 per cent. for wear and tear,	2,385 00
Cash balance December, 31, 1888,	4,677 56
Total assets,	<u>\$196,845 07</u>

LIABILITIES.

Capital stock, 3,000 shares at \$50 per share,	\$150,000 00
Bonds secured by mortgage, 5 per cent. interest, due 1893,	12,000 00
Ten life tickets, \$300 each, due 1890,	3,000 00
Common bonds of company, due 1893, bear no interest until maturity; given to pay for the construction of the Cotton Street branch, . .	12,800 00
Notes and bills payable, two (2) of \$5,000 each, due April 1, 1889; given to raise money for the construction of the Schuylkill Avenue branch, .	10,000 00
Cash surplus, December 31, 1888,	4,677 56
Profit and loss, difference between value of assets and amount of liabilities, including capital stock,	4,367 51
Total,	<u>\$196,845 07</u>

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and date of issue: There was no stock issued as a stock dividend during the year 1888. There has been no stock issued as a stock dividend during the existence of the company.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: There were two (2) cash dividends declared and paid during the year 1888. Dividend No. 8 declared January 6, 1888. Five per cent. cash on \$75,000 of stock, paid January, 1888, amount, \$3,750. Dividend No. 9 declared July 11, 1888. Three per cent. cash on \$112,500 of stock, paid July, 1888, amount, \$3,375.

Paid in dividends, cash,	\$7,125 00
Balance for the year, or surplus,	4,677 56
Surplus at commencement of the year,	3,446 28
Total surplus,	<u>4,677 56</u>

ACCIDENTS.

Injured,	<u>1</u>
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The only accident in the year 1888 was damage to a milk-wagon, caused by a collision with one of the cars of the company. The damages paid by the company were eighteen dollars and ninety-five cents (\$18 95), in full settlement of the claim.

IMPORTANT CHANGES DURING THE YEAR.

The company, during the year 1888, built and has since operated the following additional lines :

1. The Fifth Street Branch, twenty squares in length, beginning at Sixth and Laurel streets, along Laurel street to Fifth street, thence northward along Fifth street, thence north-westward along Center avenue to the main entrance of the Charles Evans Cemetery, with three connecting branches, one square in length each ; on Buttonwood, between Fifth and Sixth streets, on Walnut street, between Fifth and Sixth streets, and on Chestnut street, between Fifth and Fourth streets.

2. Beginning at Fourth and Washington streets, along Washington street westward to front street, thence northward on Front street to Schuylkill avenue, thence north-westward along Schuylkill avenue to Greenwich street. This second extension is nine squares in length.

RIDGE AVENUE PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
E. B. Edwards,	President,	Philadelphia, Pa.
William S. Blight,	Secretary and Treasurer,	Philadelphia, Pa.
William Myers,	General Superintendent,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
William S. Grant,	Philadelphia, Pa.	R. A. F. Penrose, M. D.,	Philadelphia, Pa.
William T. Carter,	Philadelphia, Pa.	Henry Norris,	Philadelphia, Pa.
John Dambert,	Philadelphia, Pa.		

Date of annual meeting for election of directors, second Monday in January in each year.

GENERAL INFORMATION.

Title of company : The Ridge Avenue Passenger Railway Company.

By whom is the road operated : The Ridge Avenue Passenger Railway Company.

With what other companies consolidated : The Ridge Avenue and Manayunk Passenger Railway Company.

Date of consolidation : March 8, 1872.

General offices of the company at Ridge and Susquehanna avenues, Philadelphia, Pa.

What kind of power is used for propelling the cars on your road ? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Girard College Passenger Railway Company was incorporated April 15, 1858.

The Ridge Avenue and Manayunk Passenger Railway Company was incorporated March 28, 1859.

On March 8, 1872, these two companies were consolidated under the title of the Ridge Avenue Passenger Railway Company, and under this title they have been doing business ever since.

These companies were organized, and the road built and running during 1858 and 1859.

CAPITAL STOCK.

Amount authorized by law,	\$750,000 00
Amount authorized by votes of company,	750,000 00
Amount subscribed,	420,000 00
Number of shares issued,	15,000
Amount paid in on each share,	28 00
Par value of each share,	50 00

COST OF ROAD AND EQUIPMENT.

Construction and equipment,	\$582,659 50
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CHARACTERISTICS OF ROAD.

Length of road laid,	15 miles.
Length of double track, including sidings,	15 miles.
Gauge of road,	5 ft. 1 in.
Weight of rail per yard on main track, steel,	47 pounds.
Number of car houses, shops and stables,	1
Number of depots,	1
Number of first-class passenger cars,	62
Average value of each,	\$400 00
Number of passengers that may be seated in each car,	20
Number of horses and mules owned by the company,	350
Average value of each, including harness,	\$65 00
Value of real estate held, exclusive of roadway (assessed value),	\$70,000 00
Average weight, in pounds, of passenger cars, exclusive of passengers and baggage,	5,000
Average rate of speed adopted by passenger cars, including stops (miles per hour),	6
Number of trips each day,	10
Number of miles traveled by each horse daily,	21
Average time consumed by cars in passing over the road,	2½ hours.

Material of foundation upon which track is laid : Yellow pine ; gravel.

Describe the route of your road in detail, giving the streets occupied and connections with other roads: From Manayunk to Second and Arch, via. Ridge avenue, Tenth street and Arch street. Returning—Arch street to Ninth street, and then following Ridge avenue and Manayunk; double track on Ridge avenue and Arch street; single track on Ninth and Tenth streets. No connection with any other road.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	504,189	August, 1888,	579,269
February, 1888,	481,320	September, 1888,	596,991
March, 1888,	507,323	October, 1888,	613,011
April, 1888,	564,010	November, 1888,	584,026
May, 1888,	628,189	December, 1888,	611,823
June, 1888,	608,389		
July, 1888,	587,433	Total,	6,865,973

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Tickets in packages of five sold for,	25 cents.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$6,582 38
Repairs of buildings,	556 06
Taxes on real estate,	20,058 73
Total,	\$27,197 17

OPERATING THE ROAD.

On account of horses,	\$5,014 50
Harness and repairs,	1,640 30
Repairs to cars,	8,296 66
Horse shoeing,	5,841 74
Hay, straw, feed, (stable account),	57,118 73
Office expenses, stationery and depot expenses and salaries,	12,717 64

EXPENSES—CONTINUED.

Insurance,	1,050 50
Conductors and drivers, and fluid, fuel oil and gas, .	86,754 73
Damage for injury of persons,	315 03
Total,	<u>\$178,749 83</u>
Total expenses for maintaining and operating the road, . .	<u><u>\$205,947 00</u></u>

RECEIPTS.

MONTHS.	PASSENGERS.	RENT.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888, . . .	\$24,967 55	. . . . .	. . . . .	. . . . .	. . . . .
February, 1888, . .	23,786 65	. . . . .	. . . . .	. . . . .	. . . . .
March, 1888, . . .	25,071 09	. . . . .	. . . . .	. . . . .	. . . . .
April, 1888, . . .	27,887 80	. . . . .	. . . . .	. . . . .	. . . . .
May, 1888, . . .	30,970 15	. . . . .	. . . . .	. . . . .	. . . . .
June, 1888, . . .	29,989 85	. . . . .	. . . . .	. . . . .	. . . . .
July, 1888, . . .	29,137 40	. . . . .	. . . . .	. . . . .	. . . . .
August, 1888, . . .	28,572 10	. . . . .	. . . . .	. . . . .	. . . . .
September, 1888, .	29,637 10	. . . . .	. . . . .	. . . . .	. . . . .
October, 1888, . .	30,113 34	. . . . .	. . . . .	. . . . .	. . . . .
November, 1888, . .	28,848 28	. . . . .	. . . . .	. . . . .	. . . . .
December, 1888, . .	30,213 45	. . . . .	. . . . .	\$1,571 87	\$341,066 63
Total,	\$339,494 66	. . . . .	. . . . .	\$1,571 85	\$341,066 63

SUMMARY OF PAYMENTS.

Construction and equipment,	\$6,317 90
Maintaining the road or real estate of the corporation, and operating the road,	185,888 27
Dividends,	135,000 00
Municipal and State taxes,	<u>20,858 73</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$582,659 50
City of Philadelphia,	227 80
Cash,	14,371 42
Ridge avenue stock,	11,803 49
	<u>\$609,062 21</u>

LIABILITIES.

Capital stock,	\$420,000 00
Invested fund (invested in buildings, depot, offices, stable, &c.), . .	139,791 49
Profit and loss,	49,270 72
	<u>\$609,062 21</u>

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies during the year:

January 1, 1888,	\$37,500 00
April 1, 1888,	22,500 00
July 1, 1888,	37,500 00
October 1, 1888,	37,500 00
Total,	<u>\$135,000 00</u>

STOCK AND DIVIDENDS—CONTINUED.

Paid in dividends, cash,	\$135,000 00
Balance for the year, or surplus,	119 63
Surplus invested as follows:	
Cash and loans: Cash, January 1, 1889,	\$14,371 42

ACCIDENTS.

July 4, 1888, two men, both drunk, were skylarking in one of our cars, when one of their hats fell off. The one who lost his hat jumped out the front door of the car to get it and fell, the car running over his leg. He died at the German Hospital on July 20.

ST CLAIR INCLINE PLANE COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
W. S. Hughes,	President,	Pittsburgh, Pa.
George B. Blood,	Vice President,	Pittsburgh, Pa.
Will S. Jones,	Secretary,	Pittsburgh, Pa.
James M. Eccles,	Treasurer,	Pittsburgh, Pa.
Thomas Mellon,	General Manager and Supt.,	Pittsburgh, Pa.
Andrew W. Mellon,	Acting Treasurer,	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
W. S. Hughes,	Pittsburgh, Pa.	Will S. Jones,	Pittsburgh, Pa.
George B. Blood,	Pittsburgh, Pa.	James M. Eccles,	Pittsburgh, Pa.

Date of annual meeting for election of directors, January 1.

GENERAL INFORMATION.

Title of company : St. Clair Incline Plane Company.

By whom is the road operated : By the Company itself.

General offices of the company at Pittsburgh, Pa.

For information concerning this report, address Thomas Mellon, General Manager, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road ? Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Construction of road commenced in 1866 and ended in 1888.

CAPITAL STOCK.

Amount authorized by law,	\$60,000 00
Amount authorized by votes of company,	60,000 00
Amount now paid in, common,	6,000 00
Amount paid in on each share,	10 per cent.
Par value of each share,	\$50 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property, about (unsettled),	\$67,000 00
Total cash realized from capital stock and debt,	6,000 00

COST OF ROAD AND EQUIPMENT.

Construction,	\$62,000 00
Equipment,	5,000 00

CHARACTERISTICS OF ROAD.

Length of road laid,	2,050 feet.
Length of double track, including sidings,	2,050 feet.
Gauge of road,	5 feet.
Weight of rail per yard on main track,	56 lbs. per yd.
Number of depots,	2
Number of second-class passenger cars,	2
Average value of each,	\$1,000 00
Number of passengers that may be seated in each car,	40
Value of real estate held, exclusive of roadway,	\$3,500 00
Average weight in tons of passenger cars, exclusive of passengers and baggage, about	15
Average rate of speed adopted by passenger cars, including stops (miles per hour), about	10
Number of trips each day,	126
Average time consumed by cars in passing over the road,	4 mins.

Material of foundation upon which track is laid : Earth and stone.

Describe the route of your road in detail, giving the streets occupied and connections with other roads: The route north and south, over no streets, and located in Twenty-seventh ward, Pittsburgh, Pa.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

March, 1888,	5,479	September, 1888,	14,582
April, 1888,	8,321	October, 1888,	13,989
May, 1888,	14,509	November, 1888,	16,006
June, 1888,	14,729	December, 1888,	18,766
July, 1888,	6,633		
August, 1888,	12,012	Total,	\$125,026

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Tickets in packages of \$10 sold for,	\$8 00

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$2,184 48
Taxes on real estate,	135 13
Total,	\$2,319 61

OPERATING THE ROAD.

Insurance,	\$161 79
Conductors, engineers, firemen, etc.,	3,920 36
Fluid, fuel, oil and gas,	678 99
Total,	4,761 14
Total expenses for maintaining and operating the road,	\$7,080 75

RECEIPTS.

MONTHS.	PASSENGERS.	RENT.	OTHER SOURCES.	TOTAL.
March, 1888,	\$344 70	.....	\$84 25	.....
April, 1888,	520 05	.....	101 70	.....
May, 1888,	865 45	\$90 00	121 95	.....
June, 1888,	845 20	58 00	135 00	.....
July, 1888,	389 15	43 00	59 52	.....
August, 1888,	737 85	33 00	159 90	.....
September, 1888,	823 60	48 00	165 20	.....
October, 1888,	675 90	41 00	179 95	.....
November, 1888,	766 60	41 00	153 00	.....
December, 1888,	837 25	66 00	124 75	.....
Total,	\$6,805 75	\$420 00	\$1,235 22	\$8,460 97

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	\$7,080 75
Miscellaneous,	436 73
State taxes,	41 74
	<u>\$7,559 22</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Cash on hand,	<u>\$901 75</u>

LIABILITIES.

Nothing but unadjusted construction account.

SCHUYLKILL RIVER PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Oliver Hopkinson,	President,	Philadelphia, Pa.
J. Crawford Dawes,	Secretary,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Matthew Brooks,	Philadelphia, Pa.	Samuel W. Woodhouse,	Philadelphia, Pa.
J. Hicks Conrad, . . .	Philadelphia, Pa.	Edward Hopkinson,	Philadelphia, Pa.
Joseph Hopkinson, . . .	Philadelphia, Pa.	Oliver Hopkinson, Jr.,	Philadelphia, Pa.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Title of company: Schuylkill River Passenger Railway Company.
 By whom is the road operated: The Philadelphia and Gray's Ferry Passenger Railway Company.
 General offices of the company at Thirty-sixth street and Gray's Ferry Road.
 For information relating to this report, address president of the road.
 What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Schuylkill River Passenger Railway Company charter approved 16th April, 1886. Organized and constructed in the usual way on the 29th of December, 1886; a lease was executed to the Philadelphia and Gray's Ferry Passenger Railway Company for the term of ninety-nine years; the report of receipts and expenditures will therefore be included in the report of the lessees. Provided also in the terms of the lease a condition for the conversion of the stock into the stock of the company lessee, which has been done with the exception of one hundred and ninety shares, the lessees paying to the lessors fifty cents a share per annum consideration.

CAPITAL STOCK.

Amount authorized by law,	\$500,000 00
Amount authorized by votes of the company,	500,000 00
Amount subscribed,	500,000 00
Amount now paid in, common,	50,000 00
Number of shares issued,	10,000
Amount paid in on each share,	5 00
Par value of each share,	50 00

COST OF ROAD AND EQUIPMENT.

Construction and equipment,	\$47,463 54
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CHARACTERISTICS OF ROAD.

Length of road laid,	3 ⁵⁸⁶ / ₅₂₈₀ miles.
Length of double track, including sidings,	³ / ₈ miles.
Gauge of road,	5 ft. 2 ins.
Weight of rail per yard on main track,	44 lbs.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads : From the old depot of the Philadelphia and Gray's Ferry Railway Company at Twenty-third and Spruce, along Twenty-third street to Callowhill ; thence to Twenty-fifth, and along Twenty-fifth to main entrance to Fairmount Park at Green street ; returning via. Twenty-fifth, Hamilton, Twenty-second to Spruce.

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Exchange tickets,	8 cents.
Tickets in packages of five sold for,	25 cents.

GENERAL BALANCE SHEET, 1888.

ASSETS.

Road and equipment,	\$47,463 54
Balance of cash paid over to the Philadelphia and Gray's Ferry Company at the time of lease,	2,536 46
	<u>\$50,000 00</u>

LIABILITIES.

Capital stock,	<u>\$50,000 00</u>
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STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies declared during the year : January 25 cents ; July 25 cents a share. One per cent. per annum.

Paid in dividends, cash,	<u>\$95 00</u>
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SCRANTON PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
L. A. Watres,	President,	Scranton, Pa.
Isaac Case,	Vice President,	Tobyhanna Mills.
Robert C. Adams,	Secretary,	Scranton, Pa.
A. H. Christy,	Treasurer,	Scranton, Pa.
H. B. Cox,	General Superintendent,	Scranton, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
L. A. Watres,	Scranton, Pa.	C. E. Chittenden,	Scranton, Pa.
Isaac Case,	Tobyhanna Mills.	Dr. A. J. Conwell,	Scranton, Pa.
E. A. Moffat,	Scranton, Pa.		

GENERAL INFORMATION.

Title of company : Scranton Passenger Railway Company.
 By whom is the road operated : Scranton Passenger Railway Company.
 With what other companies consolidated : No other.
 General office of the company at Scranton.
 What kind of power is used for propelling the cars on your road ? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Scranton Passenger Railway Company commenced operations in November, 1888. Not until January, 1889, did it run on schedule time, hence, we have no report to make for 1888.

CAPITAL STOCK.

Amount authorized by law,	\$25,000 00
Number of shares issued, 1,250	
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$12,000 00
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COST OF ROAD AND EQUIPMENT.

Construction,	\$37,000 00
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CHARACTERISTICS OF ROAD.

Length of road laid,	2 miles.
Length of double track, including sidings,	900 feet.
Gauge of road,	4 ft. 8½ in.
Number of first-class passenger cars,	5
Average value of each,	\$1,900 00
Number of second-class passenger cars,	2
Average value of each,	\$300 00
Number of passengers that may be seated in each car,	24
Number of horses owned by the company,	2
Average value of each, including harness,	\$300 00
Value of real estate held, exclusive of roadway,	3,300 00
Average rate of speed adopted by passenger cars, including stops (miles per hour),	6
Number of trips each day,	72
Number of miles traveled by each horse daily : No horses used.	

SCRANTON SUBURBAN RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
George Sanderson,	President,	Scranton, Pa.
John W. Fowler,	Assistant Secretary,	Scranton, Pa.
Thomas F. Torrey,	Treasurer,	Scranton, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
George Sanderson, . .	Scranton, Pa.	Charles DuPont Breck,	Scranton, Pa.
Thomas F. Torrey, . .	Scranton, Pa.	J. Benj. Dimmick, . .	Scranton, Pa.
John L. Hull,	Scranton, Pa.	Edward B. Sturges, . .	Scranton, Pa.
O. S. Johnson,	Scranton, Pa.	Henry M. Boies,	Scranton, Pa.

GENERAL INFORMATION.

Title of company : The Scranton Suburban Railway Company.

By whom is the road operated : The company.

General offices of the company at Scranton, Pa.

For information relating to this report, address George Sanderson, President, Scranton, Pa.

What kind of power is used for propelling the cars on your road ? Electricity.

CAPITAL STOCK.

Amount authorized by law,	\$50,000 00
Amount authorized by votes of company,	50,000 00
Amount subscribed,	49,910 00
Amount now paid in, common,	49,910 00
Number of shares issued,	998 1/2
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

\$20,000 bonds, bear interest at 6 per cent, amount,	\$20,000 00
\$10,000 bonds (due February, 1908 ; bear interest at 6 per cent, which is payable February 1 and August 1), amount,	10,000 00
The last is part of a \$50,000 mortgage, \$20,000 being held by trustee to take up the first \$20,000 under the last mortgage. \$10,000 only can be issued annually for new equipment, etc., as may be needed. On December 31 there had been but the above \$10,000 issued.	
Total amount of funded debt,	\$30,000 00

DEBT—CONTINUED.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property (this will be paid out of next issue of bonds),	\$8,716 40
Debt incurred for any other purpose and for what: Supplies,	16 38
Total amount of unfunded debt,	<u>\$8,732 78</u>
Total amount of funded and unfunded debt,	<u><u>\$38,732 78</u></u>
Funded debt as per last report,	\$20,000 00
Total cash realized from capital stock and debt,	<u><u>88,642 78</u></u>

COST OF ROAD AND EQUIPMENT.

Construction and equipment, total cost,	<u><u>\$85,087 67</u></u>
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CHARACTERISTICS OF ROAD.

Length of road laid about,	5 $\frac{1}{4}$ miles.
Length of double track, including sidings, about,	1 mile.
Gauge of road,	4 ft. 8 $\frac{1}{2}$ ins.
Weight of rail per yard on main track, 52 $\frac{1}{2}$ lbs. steel Johnson girder rail, 45 lbs. steel T and 35 lbs. steel T rail.	
Number of car houses, shops and stables,	1
Number of depots,	1
Number of first-class passenger cars,	13
Average value of each,	\$2,100 00
Number of passengers that may be seated in each car,	20 to 40
Number of other cars,	1
Value of real estate held, exclusive of roadway,	\$11,200 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage: About 5,000 besides motor; 4 cars weigh more.	
Average rate of speed adopted by passenger cars, including stops (miles per hour), varies,	7
Number of trips each day, varies, about,	60
Average time consumed by cars in passing over the road, varies, about,	<u><u>30 minutes.</u></u>

Material of foundation upon which track is laid: Dirt.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Starts from corner of Lackawanna and Franklin, one block to Spruce, four blocks to Adams, about seven blocks to Ash, one block to Washington, about $\frac{1}{2}$ mile on Washington to Marion, where road branches, one line running about $\frac{3}{4}$ mile further to Dickson avenue, Green Ridge, and the other about 2 miles to Dunmore. There is a loop from Gibson street to Ash, giving about 2,000 feet of double or return track. Road runs mostly in suburbs, only about $\frac{1}{2}$ mile in thickly settled part of city.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

November, 1887,	41,217	July, 1888,	57,835
December, 1887,	46,532	August, 1888,	69,515
January, 1888,	28,745	September, 1888,	60,435
February, 1888,	36,318	October, 1888,	43,843
March, 1888,	46,645	November, 1888,	54,427
April, 1888,	46,249	December, 1888,	53,914
May, 1888,	48,402		
June, 1888,	55,545	Total,	<u><u>689,652</u></u>

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents
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EXPENSES.

OPERATING THE ROAD.

Maintenance, repairs and supplies,	\$5,952 79
Office expenses, stationery and depot expenses, general expenses,	2,105 38
Salaries and pay-roll, conductors, engineers, etc., . . .	18,035 32
Insurance,	184 99
Power,	8,616 07
Damage for injury of persons, included in general expenses, \$191.55.	
Total,	<u>\$34,894 55</u>
Total expenses for maintaining and operating the road, . . .	<u>\$34,894 55</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

Sale of bonds,	<u>\$10,000 00</u>
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RECEIPTS.

FROM PASSENGERS

November, 1887,	\$2,060 85
December, 1887,	2,326 60
January, 1888,	1,437 25
February, 1888,	1,815 90
March, 1888,	2,332 25
April, 1888,	2,313 95
May, 1888,	2,420 10
June, 1888,	2,777 25
July, 1888,	2,891 75
August, 1888,	3,475 75
September, 1888,	3,021 75
October, 1888,	2,192 15
November, 1888,	2,721 35
December, 1888,	2,695 70
Total,	<u>\$34,482 60</u>

SUMMARY OF PAYMENTS.

Construction and equipment,	\$23,999 86
Maintaining the road or real estate of the corporation, and operating the road,	34,894 55
Interest,	1,657 94
Dividends,	700 00
State taxes,	172 50
Total,	<u>\$61,424 85</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Material and supplies on hand,	\$7,394 53
Cash on hand,	9 76
Cost of road, equipment,	75,087 67
Real estate and car house,	11,200 00
	<u>\$93,691 96</u>

GENERAL BALANCE SHEET, 1888—CONTINUED.

LIABILITIES.	
Due corporations,	\$16 38
Profit and loss,	5,049 18
Bills payable,	8,716 40
Capital stock,	49,910 00
Bonds,	30,000 00
	<hr/>
	\$93,691 96

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year : January 20, 1888.	
Paid in dividends, cash,	\$700 00

SECOND AVENUE PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Geo. Fawcett,	President,	Pittsburgh, Pa.
Jas. F. Fawcett,	Secretary,	Pittsburgh, Pa.
W. J. Fawcett,	Treasurer,	Pittsburgh, Pa.
Jas. F. Fawcett,	General Manager,	Pittsburgh, Pa.
Geo. W. Fawcett,	General Superintendent,	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Geo. Fawcett,	Pittsburgh, Pa.	G. W. Fawcett,	Pittsburgh, Pa.
Jas. F. Fawcett,	Pittsburgh, Pa.	W. H. Collingwood,	Pittsburgh, Pa.
W. J. Fawcett,	Pittsburgh, Pa.		

GENERAL INFORMATION.

Title of company : Second Avenue Passenger Railway Company.

By whom is the road operated ? Second Avenue Passenger Railway Company.

General offices of the company at Pittsburgh, Pa.

CAPITAL STOCK.

Amount authorized by law,	\$150,000 00
Amount authorized by votes of company,	150,000 00
Amount subscribed,	30,000 00
Amount now paid in, common,	30,000 00
Number of shares issued,	600
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due July 1, 1902; bear interest at 6 per cent.), amount,	\$30,000 00
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UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	15,293 39
Total amount of funded and unfunded debt,	\$45,293 39

CHARACTERISTICS OF ROAD.

Length of road laid,	3 $\frac{1}{4}$ miles.
Length of double track, including sidings,	1 $\frac{5}{8}$ miles.
Gauge of road,	5 ft. 2 $\frac{1}{2}$ in.
Weight of rail per yard on main track (steel),	47 lbs.
Number of car houses, shops and stables,	1

CHARACTERISTICS OF ROAD—CONTINUED.

Number of depots,	1
Number of first-class passenger cars,	5
Average value of each,	\$800 00
Number of second-class passenger cars,	3
Average value of each,	\$200 00
Number of passengers that may be seated in each car,	16 and 20
Number of horses and mules owned by the company,	20
Average value of each, including harness,	\$90 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,500
Average rate of speed adopted by passenger cars, including stops (miles per hour),	5½
Number of trips each day,	12
Number of miles traveled by each horse daily,	20
Average time consumed by cars in passing over the road,	54 minutes.

Material of foundation upon which track is laid : Gravel and stone.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads : Commencing near corner of Maurice street and Second avenue, thence by Second avenue to Grant street, to Third avenue, to Market street, to Fourth avenue, to Grant street, to Second avenue, to place of beginning.

Connections at Cross street and Second avenue with South Side Passenger Railway Company, at Grant street and Fourth avenue with Central Passenger Railway Company, at Smithfield and Fourth avenue with Pittsburgh and Birmingham Passenger Railway Company, at Wood street and Fourth avenue with Transverre Passenger Railway Company. (Owned by Citizens' Traction Company.)

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	16,763	August, 1888,	10,107
February, 1888,	14,946	September, 1888,	10,513
March, 1888,	13,295	October, 1888,	8,780
April, 1888,	9,070	November, 1888,	5,264
May, 1888,	8,762		
June, 1888,	10,800	Total,	119,109
July, 1888,	10,809		

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Tickets in packages of six sold for,	25 cents.

EXPENSES.

OPERATING THE ROAD.

On account of horses,	\$144 79
Repairs to cars,	49 32
Horse shoeing,	726 44
Hay, straw, feed,	2,334 41
Office expenses, stationery and depot expenses,	203 21
Watchmen, switchmen, hostlers, pay-roll,	827 66
General expense of stable,	134 43
Conductors and drivers,	1,658 54
Fluid, fuel, oil and gas,	46 21
Total,	\$6,125 01

RECEIPTS.

MONTHS.	PASSENGERS.	OTHER SOURCES.	TOTAL.
January, 1888,	\$758 71	. . . . .	. . . . .
February, 1888,	699 25	. . . . .	. . . . .
March, 1888,	620 47	. . . . .	. . . . .
April, 1888,	412 97	. . . . .	. . . . .
May, 1888,	414 13	. . . . .	. . . . .
June, 1888,	497 34	. . . . .	. . . . .
July, 1888,	484 47	. . . . .	. . . . .
August, 1888,	331 16	. . . . .	. . . . .
September, 1888,	508 35	. . . . .	. . . . .
October, 1888,	391 94	. . . . .	. . . . .
November, 1888,	237 36	. . . . .	. . . . .
Total,	\$5,356 15	\$33 67	\$5,389 82

ACCIDENTS.

Killed, 1

May 28, 1888, Thomas Wallace, aged five years, was run over and killed. He was playing near the car tracks with other boys, and was accidently knocked down by his playmates, and fell under the wheel of the car.

SECOND AND THIRD STREET PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Alexander M. Fox,	President,	1415 North Broad street.
Albert H. Fracker,	Assistant to President,	1501 Marshall street.
Charles D. Matlack,	Secretary,	703 North Eighth street.
William F. Miller,	Treasurer,	1758 Frankford avenue.
John G. Johnson,	Solicitor,	506 South Broad street.
David W. Stephens,	General Superintendent,	2653 Frankford avenue.
Charles C. Winnemore,	General Superintendent,	Richmond street and Allegheny avenue.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
William Anspach,	Philadelphia.	James A. Freeman,	Philadelphia.
Andrew J. Holman,	Philadelphia.	Horace T. Potts,	Philadelphia.
William Eisenbrey,	Philadelphia.	George Hoff,	Philadelphia.
M. Hall Stanton,	Philadelphia.	William Dulles,	Philadelphia.
Edwin T. Eisenbrey,	Philadelphia.	James McManes,	Philadelphia.
Alexander L. Crawford,	Philadelphia.	William G. Fox,	Philadelphia.

GENERAL INFORMATION.

Title of company : Second and Third Street Passenger Railway Company.

General offices of the company at 2653 Frankford avenue, Philadelphia.

What kind of power is used for propelling the cars on your road ? Horse.

CAPITAL STOCK.

Amount authorized by law,	\$1,060,200 00
Amount authorized by votes of company,	1,060,200 00
Amount subscribed,	1,060,200 00
Amount now paid in,	771,076 25
Number of shares issued,	21,204
Amount paid in on each share, about,	40 00
Par value of each share,	50 00

COST OF ROAD AND EQUIPMENT.

Total cost,	\$950,839 67
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CHARACTERISTICS OF ROAD.

Length of road laid,	37 miles.
Length of double track, including sidings,	4 miles.
Gauge of road,	5 ft. 2½ ins.
Weight of rail per yard on main track,	43 to 55 lbs.
Number of car houses, shops and stables,	8
Number of depots,	2
Number of first-class passenger cars,	107
Average value of each,	\$800 00

CHARACTERISTICS OF ROAD—CONTINUED.

Number of second-class passenger cars,	9
Average value of each,	\$500 00
Number of passengers that may be seated in each car,	22
Number of other cars,	15
Number of horses and mules owned by the company,	688
Average value of each, including harness,	\$75 00
Value of estate held, exclusive of roadway,	\$100,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,500
Average rate of speed adopted by passenger cars, including stops (miles per hour),	6
Number of trips each day,	628
Number of miles traveled by each horse daily,	21
Average time consumed by cars in passing over the road, about,	2 hours.

Material of foundation upon which track is laid: Wooden stringers and gravel foundation.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Commence at Harrison street, Frankford on Frankford road; thence along said road to Jefferson street, along Jefferson to Second, along Second to Mifflin, along Mifflin to Third, along Third to Germantown avenue, along Germantown avenue to Oxford, along Oxford to Front, along Front to Amber, along Amber to the depot on Frankford road near Lehigh avenue; thence along the Frankford and Bristol turnpike to Mill street, along Mill to Paul street, to the said turnpike road; thence along said turnpike to the place of beginning. Also commencing on Bridge street in Bridesburg; thence along Bridge street to Richmond street, along Richmond street to the Frankford road, along Frankford road to Laurel street, along Laurel street to Delaware avenue, along Delaware avenue to Fairmount avenue, along Fairmount avenue to Second, along Second to Dock, along Dock to Third, along Third to Brown, along Brown to Beach, along Beach to Laurel, along Laurel to the Frankford road, along Frankford road to Girard avenue, along Girard avenue to Norris, along Norris to Richmond, along Richmond street to the depot at Richmond street and Allegheny avenue; also a branch commencing at Richmond street and Frankford road, along Richmond to Front, along Front to Laurel, along Laurel to New Market, along New Market to Vine, along Vine to Front, along Front to Chestnut; also a branch commencing at Huntingdon street and Frankford road, along Huntingdon to Coral, along Coral to York, along York to Second, along Second to Jefferson, along Jefferson to Germantown avenue; also on Third street commencing at Oxford, along Third to Dauphin, along Dauphin to Emerald, along Emerald to Cumberland, along Cumberland to Richmond street; also on Second street, from York to Lehigh avenue; also on Berks street, from Second to Third street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES), CARRIED IN CARS FOR THE YEAR.

January, 1888,	844,814	August, 1888,	1,038,263
February, 1888,	821,623	September, 1888,	1,003,939
March, 1888,	871,701	October, 1888,	979,746
April, 1888,	924,811	November, 1888,	931,969
May, 1888,	979,084	December, 1888,	953,505
June, 1888,	975,353		
July, 1888,	1,019,128	Total,	11,343,876

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Tickets in packages of 5 sold for	25 cents.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of roadbed and railway,	\$17,894 34	
Repairs of buildings,	901 55	
Taxes on real estate,	2,069 94	
Total,		\$20,865 83

OPERATING THE ROAD.

On account of horses,	\$23,594 00	
Harness and repairs,	2,940 45	
Repairs to cars,	12,665 86	
Horse shoeing,	10,632 18	
Hay, straw, feed,	68,976 55	
Straw for cars,	424 85	
Office expenses, stationery, depot and miscellaneous expenses,	6,869 26	
Salaries,	14,450 00	
Insurance,	1,722 04	
Watchmen, switchmen, hostlers, pay-roll, . . .	46,288 94	
General expenses of stable,	1,691 24	
Conductors and drivers,	139,782 64	
Fluid, fuel, oil and gas,	1,238 33	
Damage for injury of persons,	5,187 20	
Total,		336,463 54

Total expenses for maintaining and operating the road, . . . \$357,329 37

RECEIPTS.

MONTHS.	PASSENGERS.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888,	\$41,855 78	\$367 00	\$600 00	. . . . .
February, 1888,	40,812 40	298 41	300 00	. . . . .
March, 1888,	43,213 41	305 68	. . . . .	. . . . .
April, 1888,	46,012 16	376 37	300 00	. . . . .
May, 1888,	48,876 33	264 92	550 00	. . . . .
June, 1888,	48,698 37	265 75	. . . . .	. . . . .
July, 1888,	50,825 52	238 79	600 00	. . . . .
August, 1888,	51,810 09	289 22	315 00	. . . . .
September, 1888,	50,124 87	281 26	315 00	. . . . .
October, 1888,	48,858 78	291 71	315 00	. . . . .
November, 1888,	46,534 46	371 51	565 00	. . . . .
December, 1888,	47,574 43	353 88	615 00	. . . . .
Total,	\$565,196 60	\$3,704 50	\$4,475 00	\$573,376 10

SUMMARY OF PAYMENTS.

Construction and equipment,	\$5,004 48
Maintaining the road or real estate of the corporation, and operating the road,	357,329 37
Dividends,	190,559 00
Municipal taxes,	14,261 08
State taxes,	14,067 08
Total,	\$581,221 01

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$950,839 67
Supplies,	27,097 15
Ledger balances,	3,566 80
Cash,	85,067 87
	\$1,066,571 49

GENERAL BALANCE SHEET, 1888—CONTINUED.

LIABILITIES.	
Capital stock,	\$771,076 25
Blanket money,	254 50
Boat money,	50 00
Unpaid dividends,	2,313 50
Earnings appropriated to construction,	179,763 42
Earnings appropriated to supplies,	27,097 15
Profit and loss,	86,016 67
	<u>\$1,066,571 49</u>

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies during the year: January 9, 5 per cent.; April 2, 4 per cent.; July 9, 5 per cent.; October 4, 4 per cent.

SEVENTEENTH AND NINETEENTH STREETS PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Matthew S. Quay,	President,	Beaver C. H., Pa.
John B. Peddle,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John L. Hill,	Philadelphia, Pa.	Wm. L. Elkins, Jr., . .	Philadelphia, Pa.
Samuel Daniels,	Philadelphia, Pa.	Geo. W. Elkins, . . .	Pittsburgh, Pa.
George D. Widener, . . .	Philadelphia, Pa.		

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Title of company: Seventeenth and Nineteenth Streets Passenger Railway Company.

By whom is the road operated: Philadelphia Traction Company.

General offices of the company at No. 423 Walnut street, Philadelphia, Pa.

For information relating to this report, address John B. Peddle, Secretary and Treasurer.

What kind of power is used for propelling the cars on your road? Horse power.

CAPITAL STOCK.

Amount authorized by law,	\$500,000 00
Amount subscribed,	500,000 00
Amount now paid in,	250,000 00
Number of shares issued,	10,000
Amount paid in on each share,	25 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Bonds (due July, 1906; bear interest at 7 per cent., which is payable

January and July), amount,	\$100,000 00
Total amount of funded and unfunded debt,	100,000 00
Funded debt as per last report,	100,000 00

Total cash realized from capital stock and debt,	\$350,000 00
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RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
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RECEIPTS.

January, 1888. From the Philadelphia Traction Company,	\$7,500 00
July, 1888. From the Philadelphia Traction Company,	7,500 00
Total,	\$15,000 00

SUMMARY OF PAYMENTS.

Dividends,	\$15,000 00
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See report of Philadelphia Traction Company, Lessee.

SOUTH SIDE PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
D. Z. Brickell,	President,	Pittsburgh, Pa.
W. T. Wallace,	Secretary and Treasurer, . .	Pittsburgh, Pa.
Wm. M. Rosborough,	General Superintendent, . .	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
D. Z. Brickell,	Pittsburgh, Pa.	Geo. B. Hill,	Pittsburgh, Pa.
W. T. Wallace,	Pittsburgh, Pa.	A. Lippman,	Allegheny, Pa.
Wm. B. Brickell,	Pittsburgh, Pa.	J. S. Alexander,	Monongahela City.
T. C. Lazier,	Pittsburgh, Pa.		

GENERAL INFORMATION.

Title of company: South Side Passenger Railroad Company.

By whom is the road operated: South Side Passenger Railroad Company.

General offices of the company at Thirtieth and Carson streets, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Horse.

CAPITAL STOCK.

Amount authorized by law,	\$65,000 00
Amount authorized by votes of company,	65,000 00
Amount subscribed,	38,000 00
Number of shares issued,	768
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Bonds (bear interest at 5 per cent., which is payable April and October), amount,	\$19,000 00
Funded debt as per last report,	\$19,000 00

COST OF ROAD AND EQUIPMENT.

Construction,	\$51,384 06
Equipment,	30,467 07
Total,	\$81,851 13

CHARACTERISTICS OF ROAD.

Length of road laid,	3 miles.
Length of double track, including sidings: All double track.	
Gauge of road,	5 ft. 2½ ins.
Weight of rail per yard on main track,	45 lbs.
Number of car houses, shops and stables: One of each.	
Number of depots,	1
Number of first-class passenger cars,	4

CHARACTERISTICS OF ROAD—CONTINUED.

Average value of each,	\$800 00
Number of second-class passenger cars,	4
Average value of each,	\$300 00
Number of passengers that may be seated in each car,	22
Number of other cars: One salt car.	
Number of horses and mules owned by the company,	54
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of roadway,	\$12,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,300
Average rate of speed adopted by passenger cars, including stops (miles per hour),	5½
Number of trips each day,	9
Number of miles traveled by each horse daily,	18
Average time consumed by cars in passing over the road, round trip,	1 h. 10 m.

Material of foundation upon which track is laid: Gravel.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Starting from depot at Thirtieth and Carson streets; along Thirtieth to Sarah street, to Tenth street, over Birmingham bridge, across Monongahela river, to Second avenue, to Grant street, to Third avenue, to Market street, to Fourth avenue and return by Fourth avenue to Grant street, and thence by route described above, from depot to Grant street.

Connect with Central, Second Avenue, Transverse and Pittsburgh and Birmingham Passenger Railroad Companies.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	35,263	August, 1888,	31,058
February, 1888,	31,657	September,	39,873
March, 1888,	33,459	October, 1888,	33,311
April, 1888,	36,158	November, 1888,	33,124
May, 1888,	37,332	December, 1888,	55,238
June, 1888,	35,793		
July, 1888,	33,398	Total,	435,674

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$6,949 93
Taxes on real estate,	379 84
Total,	\$7,329 77

OPERATING THE ROAD.

On account of horses,	\$962 50
Harness and repairs,	509 25
Repairs to cars,	515 61
Horse shoeing,	1,588 66
Hay, straw, feed,	4,635 28
Office expenses, stationery and depot expenses,	1,295 66
Salaries,	2,155 00
Insurance,	207 50
Watchmen, switchmen, hostlers, pay-roll,	3,223 79
General expense of stable,	64 70

EXPENSES—CONTINUED.

Conductors and drivers,	5,014 75	
Fluid, fuel, oil and gas,	101 18	
Total,		20,273 88
Total expenses for maintaining and operating the road,		\$27,603 65

RECEIPTS.

MONTHS.	FROM PASSENGERS.	RENT.	MANURE.	OLD IRON.	TOTAL.
January, 1888, . .	\$1,763 21	. . . . .	. . . . .	. . . . .	. . . . .
February, 1888, . .	1,582 84	. . . . .	. . . . .	. . . . .	. . . . .
March, 1888,	1,672 93	. . . . .	. . . . .	. . . . .	. . . . .
April, 1888,	1,807 89	. . . . .	. . . . .	. . . . .	. . . . .
May, 1888,	1,866 58	. . . . .	. . . . .	. . . . .	. . . . .
June, 1888,	1,789 65	. . . . .	. . . . .	. . . . .	. . . . .
July, 1888,	1,669 91	. . . . .	. . . . .	. . . . .	. . . . .
August, 1888,	1,552 89	. . . . .	. . . . .	. . . . .	. . . . .
September, 1888, . .	1,993 65	. . . . .	. . . . .	. . . . .	. . . . .
October, 1888,	1,665 51	. . . . .	. . . . .	. . . . .	. . . . .
November, 1888, . .	1,656 73	. . . . .	. . . . .	. . . . .	. . . . .
December, 1888, . .	2,761 91	. . . . .	. . . . .	. . . . .	. . . . .
Total,	\$21,783 70	. . . . .	\$87 50	\$12 00	\$21,883 20

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	\$27,603 65
Interest,	915 00
Miscellaneous, county tax on horses,	11 40
Municipal taxes, vehicle license,	12 50
State taxes,	227 78
Total,	\$28,770 33

STROUDSBURG PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. Lantz,	President and Treasurer, . .	Stroudsburg, Pa.
Jacob Houser,	Secretary,	Stroudsburg, Pa.
Wm. Kistler,	General Manager,	Stroudsburg, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Jackson Lantz,	Stroudsburg, Pa.	P. S. Posten,	Stroudsburg, Pa.
Jacob Houser,	Stroudsburg, Pa.	Simpson Fetherman, . . .	Stroudsburg, Pa.

GENERAL INFORMATION.

Title of company : Stroudsburg Passenger Railway Company.

By whom is the road operated : The company.

General offices of the company at Stroudsburg.

For information relating to this report, address J. Lantz.

What kind of power is used for propelling the cars on your road? Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Road was constructed between April and September, 1870, and went into operation about September 12, of that year.

CAPITAL STOCK.

Amount authorized by law,	\$20,000 00
Amount authorized by votes of company,	5,600 00
Number of shares issued,	1,024
Amount paid in on each share,	25 00
Par value of each share,	25 00

COST OF ROAD AND EQUIPMENT.

Construction,	\$15,000 00
Equipment,	9,593 87

CHARACTERISTICS OF ROAD.

Length of road laid,	1 $\frac{3}{8}$ miles.
Length of double track, including sidings,	1 $\frac{1}{2}$ miles.
Gauge of road,	4 ft. 8 $\frac{1}{2}$ ins.
Weight of rail per yard on main track,	28 and 30 lbs.
Number of car houses, shops and stables,	1
Number of depots,	1
Number of first-class passenger cars,	2
Average value of each,	\$600 00
Number of second-class passenger cars,	1
Value,	\$400 00
Number of passengers that may be seated in each car,	16, 22 and 35
Number of horses and mules owned by the company,	10

CHARACTERISTICS OF ROAD—CONTINUED.

Average value of each, including harness, about,	\$90 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage, about,	4,000
Average rate of speed adopted by passenger cars, including stops (miles per hour),	15
Number trips each day, about,	9
Number of miles traveled by each horse daily,	12 to 14
Average time consumed by cars in passing over the road,	15 to 20 min.

Material of foundation upon which track is laid : Cross-ties and sills.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads : Main street, Stroudsburg, and east Stroudsburg to Delaware and Lackawanna and Western Railroad depot, and also connecting by side track leading to New York, Susquehanna and Western Railroad depot on Main street in Stroudsburg, Pa.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	1,641	July, 1888,	4,643
February, 1888,	1,745	August, 1888,	5,175
March, 1888,	2,053	September, 1888,	4,801
April, 1888,	2,532	October, 1888,	3,360
May, 1888,	3,020	November, 1888,	2,928
June, 1888,	3,189	December, 1888,	3,051

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
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RECEIPTS.

January, 1888,	\$80 70
February, 1888,	86 25
March, 1888,	106 20
April, 1888,	126 20
May, 1888,	151 00
June, 1888,	159 05
July, 1888,	272 15
August, 1888,	261 15
September, 1888,	246 13
October, 1888,	168 00
November, 1888,	146 45
December, 1888,	151 55
Rent,	20 00
Manure,	350 00

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction of road,	\$15,033 97
Real estate,	1,000 00
Rolling stock,	5,228 00
Permanent improvements,	3,009 00
Profit and loss,	1,525 03
Total,	\$25,796 00

LIABILITIES.

Capital stock,	\$25,600 00
Profit and loss,	196 00
Total,	\$25,796 00

SUNBURY AND NORTHUMBERLAND STREET RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
H. E. Davis,	President,	Sunbury, Pa.
L. H. Kase,	Secretary,	Sunbury, Pa.
S. P. Wolverton,	Treasurer,	Sunbury, Pa.
S. P. Wolverton,	Auditor,	Sunbury, Pa.
S. P. Wolverton,	General Manager,	Sunbury, Pa.
S. P. Wolverton,	General Superintendent,	Sunbury, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
S. P. Wolverton,	Sunbury, Pa.	William Brady Piatt,	Watsonstown, Pa.
L. H. Kase,	Sunbury, Pa.	William Foster,	Philadelphia, Pa.
William T. Forsythe,	Northumberland, Pa.		

GENERAL INFORMATION.

Title of company : The Sunbury and Northumberland Street Railway Company.
By whom is the road operated : The road has not been constructed.
General offices of the company at Sunbury, Pa.
For information relating to this report, address S. P. Wolverton, Treasurer, or H. E. Davis, President.
What kind of power is used for propelling the cars on your road ? None. An electric motor contemplated.

CAPITAL STOCK.

Amount authorized by law,	\$10,000 00
Amount authorized by votes of company,	200 00
Amount subscribed,	10,000 00
Amount now paid in, 10 per cent., common,	100 00
Number of shares issued,	200
Amount paid in on each share,	5 00
Par value of each share,	50 00

CHARACTERISTICS OF ROAD.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads : The road runs from a point in the borough of Sunbury, Pa., to a point in the borough of Northumberland, Pa., crossing the Susquehanna River.

THIRTEENTH AND FIFTEENTH STREETS PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
B. S. Kunkel,	President,	Philadelphia, Pa.
Alex. Rennick,	Secretary and Treasurer, . . .	Philadelphia, Pa.
William P. Cooper,	General Superintendent, . . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
R. Cresswell,	Philadelphia, Pa.	John C. Bingham, . . .	Philadelphia, Pa.
George W. Hall,	Philadelphia, Pa.	Travis Cochran,	Philadelphia, Pa.
William R. Warner, . . .	Philadelphia, Pa.		

GENERAL INFORMATION.

Title of company : Thirteenth and Fifteenth Streets Passenger Railway Company.

By whom is the road operated : Thirteenth and Fifteenth Streets Passenger Railway Company.

General offices of the Company at Fifteenth and Cumberland streets, Philadelphia, Pa.

For information relating to this report, address Alex. Rennick, Fifteenth and Cumberland streets, Philadelphia, Pa.

What kind of power is used for propelling the cars on your road? Horse.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount authorized by votes of company,	1,000,000 00
Amount subscribed,	1,000,000 00
Amount now paid in,	334,529 44
Number of shares issued,	20,000
Amount paid in on each share,	16 75
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Bonds (due October 1, 1903, bear interest at 7 per cent., which is payable April 1 and October 1) amount,	\$100,000 00
Mortgages on real estate,	70,000 00

CHARACTERISTICS OF ROAD.

Length of road laid,	14 miles.
Length of double track, including sidings,	1½ miles.
Gauge of road,	5 ft. 2 in.
Weight of rail per yard on main track,	43 lbs.

CHARACTERISTICS OF ROAD—CONTINUED.

Number of car houses, shops and stables,	2
Number of depots,	2
Number of first-class passenger cars,	64
Average value of each,	\$600 00
Number of second class passenger cars,	15
Average value of each,	\$300 00
Number of passengers that may be seated in each car,	20
Number of other cars, one-horse and sweepers,	16
Number of horses and mules owned by the company,	586
Average value of each, including harness,	\$75 00
Value of real estate held, exclusive of roadway,	\$165,962 58
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	5,000
Average rate of speed adopted by passenger cars, including stops (miles per hours),	6
Number of miles traveled by each horse daily,	20
Average time consumed by cars in passing over the road,	60 and 90 min.

Material of foundation upon which track is laid : Pine stringers and ties on gravel.

Describe the route of your road in detail, giving the streets occupied and connections with other roads : Fifteenth street from Cumberland street to Mifflin street, Mifflin street from Fifteenth street to Broad street, Broad street from Mifflin street to Jackson street, Jackson street from Broad street to Thirteenth street, Thirteenth street from Jackson street to Cumberland street, Cumberland street from Thirteenth street to Fifteenth street, Broad street from Cumberland street to Germantown avenue (single track with turn-outs), Columbia avenue from Thirteenth street to Ridge avenue, Ridge avenue from Columbia avenue to Jefferson street, Jefferson street from Ridge avenue to Fifteenth street, Locust street from Fifteenth street to Thirteenth street, Carpenter street from Fifteenth to Thirteenth street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	668,339	August, 1888,	662,101
February, 1888,	646,146	September, 1888,	783,394
March, 1888,	673,071	October, 1888,	851,438
April,	783,809	November, 1888,	844,720
May,	799,842	December, 1888,	915,870
June, 1888,	751,034		
July, 1888,	656,055	Total,	9,035,819

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Exchange tickets,	7 and 8 cents.
Tickets in packages of 5 sold for	25 cents

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$12,292 79
Repairs of buildings,	389 45
Taxes on real estate,	1,453 76
Total,	\$14,136 00

OPERATING THE ROAD.

On account of horses,	\$19,140 00
Harness and repairs,	1,952 78
Repairs to cars,	10,012 75
Horse shoeing,	7,635 43
Hay, straw, feed,	70,015 99

EXPENSES—CONTINUED.

Salaries,	5,983 10	
Insurance,	1,027 51	
Watchmen, switchmen, hostlers, pay-roll, general ex- pense of stable, depot expenses,	36,545 39	
Conductors and drivers,	101,042 78	
Damage for injury of persons,	820 22	
		254,195 00
Total,		\$268,331 95

RECEIPTS.

MONTHS.	PASSENGERS.	RENT.	MANURE.	TOTAL.
January, 1888,	\$33,125 45	\$20 88	\$178 64	. . . . .
February, 1888,	32,291 14	566 66	388 64	. . . . .
March, 1888,	34,059 11	500 00	231 20	. . . . .
April, 1888,	39,316 33		194 73	. . . . .
May, 1888,	39,544 13	729 15	185 32	. . . . .
June, 1888,	37,305 84	520 83	106 24	. . . . .
July, 1888,	32,532 90	166 66	106 25	. . . . .
August, 1888,	32,877 88		110 41	. . . . .
September, 1888,	39,214 11		145 83	. . . . .
October, 1888,	42,270 62	406 91	118 33	. . . . .
November, 1888,	41,988 88	327 75	110 41	. . . . .
December, 1888,	44,819 54	1,200 00	893 84	. . . . .
Total,	\$149,345 93	\$4,438 84	\$2,769 84	\$456,554 61

SUMMARY OF PAYMENTS.

Equipment,	\$6,000 00
Maintaining the road or real estate of the corporation, and operating the road,	268,331 95
Interest,	9,374 91
Dividends,	140,000 00
Miscellaneous,	10,231 43
Payment made sinking fund,	1,600 00
Municipal taxes,	6,646 31
State taxes,	10,482 76
Total,	\$452,667 36

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction and equipment,	\$338,566 86
Real estate,	165,962 58
Bills receivable,	27,895 00
Fairmount Park Railway Company,	10,368 97
Cash on hand,	9,858 05
	\$552,651 46

LIABILITIES.

Capital stock,	\$334,529 44
Funded debt,	170,000 00
Sinking fund,	27,895 00
Profit and loss,	20,227 02
	\$552,651 46

UNION PASSENGER RAILWAY COMPANY.

FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICEERS.	RESIDENCES.
William H. Kemble,	President,	Philadelphia, Pa.
P. A. B. Widener,	Vice President,	Philadelphia, Pa.
John B. Peddle,	Secretary and Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
P. A. B. Widener,	Philadelphia, Pa.	Henry Bumm,	Philadelphia, Pa.
William L. Elkins,	Philadelphia, Pa.	William S. Stokley,	Philadelphia, Pa.
James McManes,	Philadelphia, Pa.	Mathew S. Quay,	Beaver, Pa.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Title of company : Union Passenger Railway Company.

By whom is the road operated : The Philadelphia Traction Company.

General offices of the company at No. 423 Walnut street, Philadelphia, Pa.

For information relating to this report, address John B. Peddle, Secretary and Treasurer, No. 423 Walnut street, Philadelphia, Pa.

What kind of power is used for propelling the cars on your road ? Cable and horse power.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000 00
Amount authorized by the votes of the company,	500,000 00
Amount subscribed,	1,500,000 00
Amount now paid in, common,	925,000 00
Number of shares issued,	30,000
Amount paid in on each share,	30 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Bonds (due April, 1910, bear interest at 5 per cent., which is payable April and October), amount,	\$250,000 00
Bonds (due April, 1911, bear interest at 5 per cent., which is payable April and October), amount,	500,000 00
Total amount of funded debt,	\$750,000 00
Total cash realized from capital stock and debt,	1,675,000 00

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
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RECEIPTS.

January, 1838, from Philadelphia Traction Company,	\$142,500 00
July, 1888, from Philadelphia Traction Company,	142,500 00
Total,	<u>\$285,000 00</u>

SUMMARY OF PAYMENTS.

Dividends,	<u>\$285,000 00</u>
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See report of the Philadelphia Traction Company, lessees.

WEST PHILADELPHIA PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Peter A. B. Widener,	President,	Philadelphia, Pa.
D. W. Dickson,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Peter A. B. Widener, . .	Philadelphia, Pa.	James McManes,	Philadelphia, Pa.
Wm. H. Kemble,	Philadelphia, Pa.	Thomas Dolan,	Philadelphia, Pa.
Wm. L. Elkins,	Philadelphia, Pa.	Joseph B. Altemus, . .	Philadelphia, Pa.
Jos. E. Gillingham, . . .	Philadelphia, Pa.	Thos. J. Yarrow, M. D.,	Philadelphia, Pa.
Geo. D. Widener,	Philadelphia, Pa.		

GENERAL INFORMATION.

Title of company: West Philadelphia Passenger Railway Company.

By whom is the road operated: Philadelphia Traction Company.

General offices of the company at Northwest corner of Forty-first and Haverford streets, Philadelphia, Pa.

For information concerning this report, address D. W. Dickson, Secretary and Treasurer, office N. W. cor. Forty-first and Haverford streets, Philadelphia, Pa.

What kind of power is used for propelling the cars on your road: Cable and horse power.

CAPITAL STOCK.

Amount authorized by law,	\$750,000 00
Amount authorized by the votes of company,	750,000 00
Amount subscribed,	750,000 00
Amount now paid in,	750,000 00
Number of shares issued, 15,000	
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due April 1, 1906; bear interest at 6 per cent., which is payable April 1 and October 1), amount,	\$246,000 00
Second mortgage bonds (due May 1, 1926; bear interest at 5 per cent., which is payable May 1 and November 1), amount,	750,000 00
Total amount of funded debt,	\$996,000 00
Total cash realized from capital stock and debt,	\$1,746,000 00

CHARACTERISTICS OF ROAD.

Length of road laid,	21½ miles.
Length of double track, including sidings,	8 miles.
Gauge of road,	5 ft. 2½ ins.
Weight of rail per yard on main track,	44 lbs.

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
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RECEIPTS.

June, 1888. Received from Philadelphia Traction Company, . .	\$75,000 00
December, 1888. Received from Philadelphia Traction Company, . .	75,000 00

SUMMARY OF PAYMENTS.

Dividends,	\$150,000 00
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GENERAL BALANCE SHEET, 1888.

ASSETS.

Unsettled accounts,	\$8,610 00
Construction and equipment,	1,876,250 67
	<u>\$1,884,860 67</u>

LIABILITIES.

Capital stock,	\$750,000 00
Profit and loss,	130,250 67
Funded debt,	996,000 00
Open accounts,	8,610 00
	<u>\$1,884,860 67</u>

See report of Philadelphia Traction Company, Lessee.

WILKES-BARRE AND KINGSTON PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
William J. Harvey,	President,	Wilkes-Barre, Pa.
A. J. Davis,	Secretary and Treasurer, . . .	Wilkes-Barre, Pa.
William J. Harvey,	General Superintendent, . . .	Wilkes-Barre, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
William J. Harvey, . . .	Wilkes-Barre, Pa.	R. J. Flick,	Wilkes-Barre, Pa.
E. P. Darling,	Wilkes-Barre, Pa.	J. B. Smith,	Kingston, Pa.
H. H. Harvey,	Wilkes-Barre, Pa.		

CAPITAL STOCK.

Amount authorized by law,	\$100,000 00
Amount authorized by votes of company,	100,000 00
Amount subscribed,	100,000 00
Number of shares issued,	2,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

COST OF ROAD AND EQUIPMENT.

Construction,	\$81,088 51
Equipment,	13,744 86
Total cost,	\$94,833 37

CHARACTERISTICS OF ROAD.

Length of road laid,	4 miles.
Length of double track, including sidings,	1,200 feet.
Gauge of road,	5 ft. 2 ins.
Weight of rail per yard on main track,	45 and 30 lbs.
Number of car houses, shops and stables,	1
Number of first-class passenger cars,	7
Average value of each,	\$600 00
Number of second-class passenger cars,	3
Average value of each,	\$250 00
Number of passengers that may be seated in each car,	30 and 16
Number of horses and mules owned by the company,	20
Average value of each, including harness,	\$175 00
Value of real estate held, exclusive of roadway,	15,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,500

CHARACTERISTICS OF ROAD—CONTINUED.

Average rate of speed adopted by passenger cars, including stops, (miles per hour),	6
Number of trips each day,	26
Number of miles traveled by each horse daily,	20
Average time consumed by cars in passing over the road,	<u>20 minutes.</u>

Material of foundation upon which track is laid : Stringers and cross-ties, mostly oak.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads : Starting at depot of the Lackawanna and Bloomsburg Railroad, at Kingston, through Railroad street to public highway ; thence by side of public highway to Wilkes-Barre bridge, crossing the Susquehanna river, owning right of way ; thence across bridge to Market street, Wilkes-Barre, and through Market street to public square ; from thence down Main street, through South Wilkes-Barre to the depots of the Lehigh Valley, Lehigh and Susquehanna, and North and West branch railroads.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES), CARRIED IN CARS FOR THE YEAR.

January, 1888,	31,670	August, 1888,	26,132
February, 1888,	24,995	September, 1888,	28,050
March, 1888,	35,107	October, 1888,	26,562
April, 1888,	27,548	November, 1888,	28,134
May,	28,126	December, 1888,	37,080
June, 1888,	26,652		
July, 1888,	26,540	Total,	<u>346,596</u>

RATE OF FARE FOR PASSENGERS.

Single fare,	<u>10 and 5 cents.</u>
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$2,527 00
Taxes on real estate,	225 00

OPERATING THE ROAD.

On account of horses,	572 37
Harness and repairs,	162 50
Repairs to cars,	140 10
Horse shoeing,	425 25
Hay, straw, feed,	4,205 40
Office expenses, stationery and depot expenses,	505 00
Salaries,	1,500 00
Insurance,	125 00
General expense of stable,	150 00
Conductors and drivers,	4,435 38
Fluid, fuel, oil and gas,	110 00
Total,	<u>\$15,083 00</u>

RECEIPTS.

MONTHS.	PASSENGERS.	OTHER SOURCES.	TOTAL.
January, 1888,	\$2,726 97		
February, 1888,	2,282 39		
March, 1888,	3,106 12		
April, 1888,	2,548 28		
May, 1888,	2,626 01		
June, 1888,	2,492 09		
July, 1888,	2,481 03		
August, 1888,	2,413 90		
September, 1888,	2,612 64		
October, 1888,	2,459 12		
November, 1888,	2,642 41		
December, 1888,	3,299 27	\$793 47	
Total,			\$32,483 68

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	\$15,083 00
Dividends,	6,000 00
New passenger cars and horses,	1,418 00
Payments to loan account,	5,000 00
Miscellaneous,	4,300 82
Municipal taxes,	205 66
State taxes,	456 20
Total,	\$32,483 68

GENERAL BALANCE SHEET, 1888.

ASSETS.

Real estate,	\$12,031 69
Personal property,	\$15,319 51
Construction,	83,679 62
Bills receivable,	16,000 00
Cash,	12,004 19
Interest,	2,960 60
Dividends,	100,500 00
Savings deposits,	15,000 00
	\$257,495 61

LIABILITIES.

Capital stock,	\$100,000 00
Earnings,	157,495 61
	\$257,495 61

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 16, 1888, 3 per cent. ; July 16, 1888, 3 per cent.

WILKES-BARRE AND SUBURBAN STREET PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
H. H. Derr,	President,	Died Oct. 13, 1888.
J. W. Hollenback,	Vice President and acting Pres. since Oct., '88,	Wilkes-Barre.
Edward H. Chase,	Secretary,	Wilkes-Barre.
Christian Walter,	Treasurer,	Wilkes-Barre.
A. C. Robertson,	General Superintendent,	Wilkes-Barre.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. W. Hollenback,	Wilkes-Barre.	Edward H. Chase,	Wilkes-Barre.
C. A. Miner,	Wilkes-Barre.	E. T. Long,	Wilkes-Barre.
Morgan B. Williams,	Wilkes-Barre.	O. B. Macknight,	Plains.
Christian Walter,	Wilkes-Barre.		

GENERAL INFORMATION.

Title of company: The Wilkes-Barre and Suburban Street Railway Company.

By whom is the road operated? By its own officers.

General office of the company at Wilkes-Barre, Luzerne county.

For information relating to this report, address Christian Walter, Treasurer, Wilkes-Barre.

What kind of power is used for propelling the cars on your road? Electric motors, with overhead wires.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Wilkes-Barre and Suburban Street Railway Company was chartered 1st July, 1887, under act of 1878. The officers named in the application were H. H. Derr, President, J. W. Hollenback, B. H. Carpenter, William B. Dow, A. C. Robertson, Edward H. Chase and W. E. Shupp, directors, seven in number. The capital stock was named at \$40,000; shares, \$50; term, 999 years.

The company was at once organized with J. W. Hollenback, Vice-President; A. C. Robertson, Secretary; W. B. Dow, Treasurer. Books of subscription to stock were opened and on 21st September, 1887, application for right of way was made to the city council and obtained. Early in October contracts for building were let, but the plant was not completed so as to operate the road until 1st April, 1888. The road proper is 18,920 feet linear; length of girder rails fifty pounds to yard, laid with the Wharton chairs and yellow pine ties. It is operated by the Sprague system of electric motors from overhead wires. The plant consists of a nest of two boilers, two sixty-five horse power engines, and two thirty power dynamos. The equipment started with two cars, now increased to five.

In September, 1887, W. B. Dow, resigned as treasurer and director, and Mr. Robertson was substituted as treasurer, and Mr. W. E. Shupp as secretary and Christian

Walter elected to the Board of Directors. Later Mr. Robertson resigned and Mr. Walter succeeded him as treasurer, and subsequently Messrs. Robertson and Carpenter resigned from the board and Charles A. Miner and M. B. Williams were elected in their places. In July, 1888, Mr. Shupp resigned from the board and E. H. Chase was chosen secretary, and O. B. Macknight elected to the board. In October, 1888, President Derr died, and the vacancy in the board was filled by electing E. T. Long as director.

In October, 1888, contracts were let for extending the road to Plains, a distance of about 11,000 feet, and 4th December, 1888, the extension was opened for traffic, in the July previous, a special stockholders meeting having endorsed a proposition to this end, and an increase of capital to \$80,000, which has all been subscribed at par.

CAPITAL STOCK.

Amount authorized by law,	\$40,000 00
Amount authorized by votes of company,	40,000 00
Amount subscribed,	80,000 00
Amount now paid in, common,	61,468 00
Number of shares issued, 1,600	
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$29,271 71
Total cash realized from capital stock and debt,	\$90,739 71

COST OF ROAD AND EQUIPMENTS.

Construction,	\$75,439 65
Equipment,	13,000 00
Total cost,	\$88,439 65

CHARACTERISTICS OF ROAD.

Length of road laid,	30,275 feet.
Gauge of road,	5 ft. 2 inches.
Weight of rail per yard on main track, (T rail on extension).	40 and 50 lbs.
Number of car houses,	1
Number of first-class passenger ears,	5
Average value of each,	\$2,600 00
Number of passengers that may be seated in each ear,	24
Value of real estate held, exclusive of roadway,	\$1,650 00
Average rate of speed adopted by passenger cars, including stops (miles per hour),	6
Number of trips each day,	24
Average time consumed by ears in passing over the road,	40 minutes.

Material of foundation upon which track is laid: Earth.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Beginning at the intersection of North Main street and the public square, in the city of Wilkes-Barre, the track goes northerly up Main street to Hollenback avenue; thence westerly along Hollenback avenue to River street; thence along River street northerly to Chestnut street; thence easterly along Chestnut street to Canal street; thence southerly along Canal street to Market street; thence westerly along Market street to the public square; thence by the east side of public square northerly to Main street.

The extension to Plains begins at the intersection of Chestnut and Washington streets; thence northerly along Washington street to the city line; thence by private way to the Miners' Mills road in Plains township, and northerly along same to and through Miners' Mills borough, skirting Parsons borough en route; thence by private way northwesterly to Corey street in Plains township, and westerly along Corey street to Main street or road.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES), CARRIED IN CARS FOR
THE YEAR.

April, 1888,	9,080	October, 1888,	13,486
May, 1888,	7,612	November, 1888,	18,125
June, 1888,	11,445	December, 1888,	21,490
July, 1888,	13,471		
August, 1888,	12,912	Total,	122,512
September, 1888,	14,891		

RATE OF FARE FOR PASSENGERS.

Single fare,	5 to 10 cents.
Return tickets,	15 cents.
Tickets in packages of 1,000 sold for,	\$30 00

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Taxes on real estate,	\$71 26
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OPERATING THE ROAD.

Repairs to cars,	\$264 61
Office expenses, stationary and depot expenses,	77 25
Salaries,	450 00
Insurance,	173 16
Conductors and drivers,	5,107 60
Fuel and oil,	365 91
Damage for injury of persons,	55 00
Total,	6,493 53
Total expenses for maintaining and operating the road,	\$6,564 79

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

Stockholders,	\$61,468 00
Other sources,	7,791 84
Total,	\$69,259 84

RECEIPTS.

MONTHS.	PASSENGERS.	RENT.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888,					
February, 1888,					
March, 1888,					
April, 1888,	\$603 94	\$8 50			
May, 1888,	523 34	8 50			
June, 1888,	763 27	8 50			
July, 1888,	1,003 30	8 50			
August, 1888,	900 75	8 50			
September, 1888,	887 00	8 50			
October, 1888,	683 65			\$15 00	
November, 1888,	994 50				
December, 1888,	1,366 09				
Total,	\$7,725 84	\$51 00		\$15 00	\$7,791 84

SUMMARY OF PAYMENTS.

Construction,	\$75,439 65
Equipment,	13,000 00
Maintaining the road or real estate of the corporation, and operating the road,	6,416 28
Interest,	908 16
Miscellaneous,	283 11
Municipal taxes,	71 26
State taxes,	62 33
Total,	\$96,180 79

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Construction and equipment,	\$88,439 65
Unpaid stock,	18,532 00
Real estate,	1,650 00
Cash on hand,	1,162 68
	<u>\$109,784 33</u>
LIABILITIES.	
Capital stock,	\$80,000 00
Unfunded debt,	20,000 00
Unpaid bills,	9,271 71
Net gain,	512 62
	<u>\$109,784 33</u>
ACCIDENTS.	
Killed,	1
Injured,	1

On the 25th June, 1888, a young child of Peter Schmidt, attempted to climb upon the front platform of a car in motion, unseen by the driver, and was thrown down and run over, losing a limb.

On the 24th December, 1888, a child of Llewellyn Thomas was stealing a ride on the front platform, which at the time was crowded with passengers. On being discovered he jumped from the car before the driver had brought it to a full stop, fell under the car and was instantly killed.

IMPORTANT CHANGES DURING THE YEAR.

On the 4th December, 1888, the extension to Parsons, Miners' Mills and Plains, was opened for travel and has since been in operation.

WILLIAMSPORT PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
John Lawshe,	President,	Williamsport, Pa.
Henry C. Parsons,	Vice President,	Williamsport, Pa.
John G. Reading, Jr.,	Secretary,	Williamsport, Pa.
R. J. C. Walker,	Treasurer,	Williamsport, Pa.
William Haines,	General Superintendent,	Williamsport, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
John Lawshe,	Williamsport, Pa.	R. J. C. Walker,	Williamsport, Pa.
R. P. Allen,	Williamsport, Pa.	John R. T. Ryan,	Williamsport, Pa.
Henry C. Parsons,	Williamsport, Pa.	Charles W. Scates,	Williamsport, Pa.

GENERAL INFORMATION.

Title of Company: Williamsport Passenger Railway Company.

By whom is the road operated? By the company.

General offices of the company at 756 West Fourth street, Williamsport, Pa.

For information relating to this report, address either the president, or the company, as above.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Williamsport Passenger Railway Company was incorporated under special act of Assembly approved 15th April, 1863 (P. L. 1864, page 1080, etc.). The corporation was duly organized in accordance with the provisions of this act, and a railway constructed in the city of Williamsport from the Philadelphia and Erie Railroad crossing on West Fourth street easterly along said West Fourth street to Pine street, thence southwardly on Pine street to West Third street, thence easterly on Third street to a point near the intersection of the Philadelphia and Erie Railroad. The original rails laid were the small T rail. The road was operated with limited success until 1879, when the stock changed hands and a new management took possession of the road, and renewed the track with 38-pound center-bearing rails, (steel) and paving with stones the entire length of the road between the rails. In February, 1887 the company resolved to extend its tracks on West Third street westerly from Pine street to Grier street, and also on East Fourth street from Pine street to Basin street, with connecting tracks on Basin, Grier and Campbell streets. Materials were placed on the ground for these extensions, but before the tracks were laid the city of Williamsport intervened by injunction, restraining the company from laying the tracks without first having obtained permission from the city authorities. This was resisted by the Railway Company, and resulted in a decision by the Supreme Court of the State affirming the right of the Railway Company to lay its tracks and operate its road on any of the streets, lanes or alleys of the city of Wil-

Williamsport without municipal interference. (See case Williamsport Passenger Railway Company's appeal, 120 Pennsylvania State Report, page 1, etc.) The company proceeded, after this decision in its favor, to lay its tracks on the streets above designated, and also on West Fourth street from the Philadelphia and Erie crossing westerly to Lycoming creek. The rails used were 42-pound steel center-bearing rails, and stone paving between the rails, the entire length of the road. The extensions were completed by September 1, 1888, and two lines of cars have since been running, as designated elsewhere in this report, the total length of the tracks, including sidings, now being 5 miles and 2,765 feet.

CAPITAL STOCK.

Amount authorized by law,	\$75,000 00
Amount authorized by votes of company,	75,000 00
Amount now paid in, common,	75,000 00
Number of shares issued,	3,000
Amount paid in on each share,	25 00
Par value of each share,	25 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$30,000 00
Debt incurred for any other purpose, and for what: Salaries, etc.,	700 53
Total amount of unfunded debt,	\$30,700 53
Unfunded debt as per last report,	\$3,600 00
Total cash realized from capital stock and debt,	105,700 53

COST OF ROAD AND EQUIPMENT.

Construction,	\$130,711 87
Equipment,	10,486 14
Total cost,	\$141,198 01

CHARACTERISTICS OF ROAD.

Length of road laid,	5 mls. 2,765 ft.
Gauge of road,	4 ft. 8½ ins.
Weight of rail per yard on main track, center-bearing,	38 and 42 lbs.
Number of car houses, shops and stables,	1
Number of depots,	1
Number of first-class passenger cars,	9
Average value of each,	\$500 00
Number of passengers that may be seated in each car,	16
Number of other cars,	2
Value,	\$1,400 00
Number of horses and mules owned by the company,	33
Average value of each, including harness,	\$125 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	2,830
Average rate of speed adopted by passenger cars, including stops (miles per hour),	5
Number of trips each day,	18
Number of miles traveled by each horse daily,	25
Average time consumed by cars in passing over the road, round trip,	50 minutes.

Material of foundation upon which track is laid: Yellow (Georgia) pine stringers and cross-ties, on sand and gravel road bed.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: One line beginning on West Fourth street, near intersection of Philadelphia and Erie Railroad, thence east on West Fourth street and East

Fourth street to Basin street, thence south on Basin street to East Third street, thence west on East Third street to Pine street, thence north on Pine street to West Fourth street, thence west on West Fourth street to beginning. One line beginning at West Third street and Park street, thence east on West and East Third street to point near intersection of Philadelphia and Erie railroad, and return on same line.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888.	27,132	August, 1888.	38,751
February, 1888.	27,076	September, 1888.	39,335
March, 1888.	33,725	October, 1888.	40,057
April, 1888.	34,990	November, 1888.	37,896
May, 1888.	37,133	December, 1888.	41,008
June, 1888.	38,489	Total,	<u>436,116</u>
July, 1888.	40,519		

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Tickets in packages of 25 sold for,	\$1 00
Tickets in packages of 5 sold for,	<u>25 cents.</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$363 70
Repairs of buildings,	159 45
Total,	<u>\$523 15</u>

OPERATING THE ROAD.

On account of horses,	\$1,527 50
Harness and repairs,	104 62
Repairs to cars,	1,237 70
Horse shoeing,	722 59
Hay, straw, feed,	3,577 41
Office expenses, stationery and depot expenses,	201 72
Salaries,	1,260 00
Insurance,	100 50
Watchmen, switchmen, hostlers, pay-roll,	1,376 80
General expense of stable,	153 36
Conductors and drivers,	3,869 66
Fluid, fuel, oil and gas,	129 28
Total,	<u>14,261 14</u>
Total expenses for maintaining and operating the road,	<u>\$14,784 29</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, loaned to the company,	\$30,000 00
Other sources,	4,228 14
Total,	<u>\$34,228 14</u>

RECEIPTS.

MONTHS.	PASSENGERS.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888,	\$1,296 86	\$5 00		
February, 1888,	1,316 05	3 00		
March, 1888,	1,642 33	4 50		
April, 1888,	1,667 88	5 00		
May, 1888,	1,736 48	26 93		
June, 1888,	1,865 17			
July, 1888,	1,954 79		\$39 50	
August, 1888,	1,897 83	20 00		
September, 1888,	1,910 35			
October, 1888,	1,907 74	5 00	37 50	
November, 1888,	1,804 60		4 00	
December, 1888,	1,951 08		5 00	
Total,	\$20,951 16	\$69 43	\$86 00	\$21,106 59

SUMMARY OF PAYMENTS.

Construction,	\$30,688 25
Equipment,	3,539 89
Maintaining the road or real estate of the corporation, and operating the road,	14,784 29
Interest,	74 40
Dividends, Nos. 5 and 6, June and December,	4,500 00
New horses,	1,430 00
Municipal taxes,	215 80
State taxes,	161 73
Total,	\$55,394 36

GENERAL BALANCE SHEET, 1888.

ASSETS.

Cash on hand,	\$711 99
Construction,	130,711 87
Equipment,	10,486 14
Feed,	450 00
	\$142,360 00

LIABILITIES,

Capital stock,	\$75,000 00
Bills payable,	30,000 00
Accounts payable,	843 36
Profit and loss,	36,516 64
	\$142,360 00

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year :

June 30, 1888, semi-annual dividend, No. 5, 3 per cent.,	\$2,250 00
December 31, 1888, semi-annual dividend, No. 6, 3 per cent.,	2,250 00
Total 6 per cent.,	\$4,500 00
Paid in dividends, cash,	\$4,500 00

WILKINSBURG AND EAST LIBERTY RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Edward Jay Allen,	President,	Pittsburgh, Pa.
Wm. H. Allen,	Secretary and Treasurer, . .	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
E. J. Allen,	Pittsburgh, Pa.	Wm. Carr,	Pittsburgh, Pa.
Wm. H. Allen,	Pittsburgh, Pa.	Wm. Rea,	Pittsburgh, Pa.
J. E. Schwartz,	Pittsburgh, Pa.		

GENERAL INFORMATION.

Title of company: Wilkinsburg and East Liberty Railway Company.
General offices of the company at Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of original charter, March 27, 1883.

CAPITAL STOCK.

Amount authorized by law,	\$20,000 00
Amount subscribed,	15,300 00
Number of shares issued,	268
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Thirteen bonds (due 1906; bear interest at 6 per cent., which is payable annually), amount,	\$3,250 00
Total cash realized from capital stock and debt,	16,350 00

COST OF ROAD AND EQUIPMENT.

Construction,	\$15,777 84
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CHARACTERISTICS OF ROAD.

Length of road laid,	12,475½ feet.
Gauge of road,	4½ feet.
Weight of rail per yard on main track,	45 pounds.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From the corner of Frankstown avenue and Penn avenue eastward to the city line, thence along the Pittsburgh and Greensburg turnpike to the Pennsylvania Railroad.

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction of road,	\$15,777 84
Balance in bank,	31 24
	<hr/>
	\$15,809 08
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LIABILITIES.

Capital stock,	\$20,000 00
Funded debt,	3,250 00
Balance due to firms, individuals, and to city,	1,554 98
	<hr/>
	\$24,804 98
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YORK STREET PASSENGER RAILWAY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
W. H. Lanius,	President,	York, Pa.
L. K. Trimmer,	Secretary,	York, Pa.
C. S. Weiser,	Treasurer,	York, Pa.
W. H. Lanius,	General Manager,	York, Pa.
Jerry Fiddler,	General Superintendent,	York, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Frank Geise,	York, Pa.	John Fahs,	York, Pa.
George C. Schmidt,	York, Pa.	C. S. Weiser,	York, Pa.
Grier Hersh,	York, Pa.	L. K. Trimmer,	York, Pa.

Date of annual meeting for election of directors, second Monday in January.

GENERAL INFORMATION.

Title of company : The York Street Railway Company.

By whom is the road operated : The York Street Railway Company.

General offices of the company at York, Pa.

For information relating to this report, address W. H. Lanius, President.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, February 8, 1886. In the summer of 1886, one and one-half miles of road were constructed in the western part of the city, and put in operation September 30, 1886. In 1887, one mile of track was constructed in the western part of the city, making a loop of the ends built in 1886, and there was also one-half mile constructed in the eastern part of the city and operated, commencing August 11, 1887. In 1888, one mile of track was laid in the southern part of the city, and operated from July 4. For further information, see former report, as well as description elsewhere in this report.

CAPITAL STOCK.

Amount authorized by law,	\$50,000 00
Amount authorized by votes of company,	50,000 00
Amount subscribed,	50,000 00
Amount now paid in, common,	50,000 00
Number of shares issued,	1,000
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$7,000 00
Total amount of funded and unfunded debt,	7,000 00
Unfunded debt as per last report,	<u>\$11,825 00</u>

COST OF ROAD AND EQUIPMENT.

Construction,	\$36,346 59
Equipment,	16,026 66
Total cost,	<u>\$52,373 25</u>

CHARACTERISTICS OF ROAD.

Length of road,	4 miles.
Length of double track, including sidings: 8 switches, 200 feet each,	1,600 feet.
Gauge of road,	4ft. 8½ ins.
Weight of rail per yard on main track,	38 pounds.
Number of car houses, shops and stables,	2
Number of first-class passenger cars,	14
Average value of each,	\$700 00
Number of passengers that may be seated in each car, average,	20
Number of other cars, snow plow,	1
Number of horses and mules owned by the company,	31
Average value of each, including harness,	\$125 00
Value of real estate held, exclusive of roadway,	5,642 48
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,800
Average rate of speed adopted by passenger cars, including stops (miles per hour),	4
Number of trips each day,	10
Number of miles traveled by each horse daily,	18
Average time consumed by cars in passing over the road,	<u>1½ hours.</u>

Material of foundation upon which track is laid: Macadam.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: On Market street, from Broad street on the east to Richland avenue on the west; continuing over Richland avenue to Linden avenue, to West York street; on West York street to junction of Philadelphia and Penn streets, and on Penn street to Market; and south on George street, from Centre square to residence of Grier Hersh, known as Springdale.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1888,	11,359	August, 1888,	26,420
February, 1888,	9,264	September, 1888,	32,772
March, 1888,	14,313	October, 1888,	35,713
April, 1888,	10,761	November, 1888,	13,589
May, 1888,	12,251	December, 1888,	21,025
June, 1888,	26,925		
July, 1888,	28,799	Total,	<u>243,191</u>

RATE OF FARE FOR PASSENGERS.

Single fare,	5 cents.
Tickets, in packages of fifty, sold for \$2.00; fifty sold to children under twelve, or school children any age, for	<u>\$1 50</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

Repairs of road bed and railway,	\$782 23	
Repairs of buildings,	8 82	
		\$791 05

OPERATING THE ROAD.

On account of horses,	\$156 55	
Harness and repairs,	217 37	
Repairs to cars,	194 58	
Horse shoeing,	365 42	
Hay, straw, feed,	3,365 49	
Office expenses, stationery and depot expenses,	171 00	
Salaries,	495 50	
Insurance,	213 00	
Watchmen, switchmen, hostlers, pay-roll,	858 67	
General expenses of stable,	225 69	
Conductors and drivers,	2,625 32	
Fluid, fuel, oil and gas,	130 59	
Total,		9,029 18

Total expenses for maintaining and operating the road, . \$9,820 23

RECEIPTS ON CONTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

Stockholders,	\$15,350 00
Other sources,	28,176 33
Total,	\$43,526 33

RECEIPTS.

MONTHS.	PASSENGERS.	MANURE.	OTHER SOURCES.	TOTAL.
January, 1888,	\$533 88			
February, 1888,	435 39			
March, 1888,	672 71			
April, 1888,	505 78		\$6,973 00	
May, 1888,	575 89	\$34 00		
June, 1888,	1,211 63		5,525 60	
July, 1888,	1,295 98			
August, 1888,	1,188 87	49 00		
September, 1888,	1,474 76	21 00	6,896 02	
October, 1888,	1,607 10			
November, 1888,	638 68	50		
December, 1888,	988 17	64 00	12,834 37	
Total,	\$11,128 84	\$168 50	\$32,228 99	\$43,526 33

SUMMARY OF PAYMENTS.

Construction,	\$7,174 49
Equipment,	6,589 23
Maintaining the road or real estate of the corporation, and operating the road,	9,820 23
Interest,	585 21
Dividends,	1,218 00
Payments to loan account,	15,500 00
Miscellaneous,	2,158 37
Municipal taxes, licenses,	40 00
State taxes,	156 64
Total,	\$43,242 17

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Construction,	\$36,346 59
Equipment,	14,336 34
Real estate,	5,642 48
Tools,	115 25
Office and stable supplies,	269 92
Manure,	30 00
Cash in treasury,	259 42
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	\$57,000 00
LIABILITIES.	
Capital stock,	\$50,000 00
Unfunded debt,	7,000 00
	<hr/>
	\$57,000 00
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STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: October 1, 1888, three per cent. on \$40,000, being total capital stock full paid at that date.

Paid in dividends, cash,	\$1,218 00
Surplus at the commencement of the year,	814 40
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IMPORTANT CHANGES DURING THE YEAR.

One mile of track laid on south George street in April, and put in operation July 4.



REPORTS OF
CANAL AND NAVIGATION COMPANIES.



DELAWARE AND HUDSON CANAL COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Robert M. Olyphant,	President,	New York, N. Y.
LeGrand B. Cannon,	Vice President,	New York, N. Y.
Horace G. Young,	Second Vice President,	Albany, N. Y.
F. Murray Olyphant,	Secretary,	New York, N. Y.
James C. Hart,	Treasurer.	

DIRECTORS.

NAMES OF DIRECTORS	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Abiel A. Low,	Brooklyn, N. Y.	Benjamin H. Bristow, . .	New York, N. Y.
LeGrand B. Cannon,	New York, N. Y.	John A. Stewart,	New York, N. Y.
James R. Taylor,	Brooklyn, N. Y.	Frederick Billings, . . .	New York, N. Y.
John Jacob Astor,	New York, N. Y.	R. Suydam Grant,	New York, N. Y.
James Roosevelt,	Hyde Park, N. Y.	Wm. H. Fillingham, . . .	New York, N. Y.
David Dows,	New York, N. Y.	Johnston Livingston, . .	New York, N. Y.
Robert M. Olyphant,	New York, N. Y.		

General offices at 21 Courtlandt street, New York city.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.
Capital stock authorized by votes of company,	\$30,000,000 00
Capital stock, amount subscribed,	24,500,000 00
Capital stock paid in by last report,	24,500,000 00
Capital stock, total amount now paid in,	24,500,000 00
Number of shares issued,	245,000
Amount paid in on each share,	100 00
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due 1891; bear interest at 7 per cent., which is payable January and July, May and November), amount,	\$5,549,000 00
First mortgage bonds (due 1891; bear interest at 7 per cent., which is payable April and October), amount,	4,829,000 00
First mortgage bonds (due 1917; bear interest at 7 per cent., which is payable March and September), amount,	5,000,000 00
Total amount now of funded debt,	\$15,378,000 00

COST OF CANAL AND FIXTURES.

Cost of canal and fixtures,	\$6,339,210 49
Cost of canal boats,	752,321 05
Total,	\$7,091,531 54

87 RAILROADS.

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Honesdale, Pa., to Eddyville, N. Y.,	108 miles.
Length of main line of canal in Pennsylvania,	25 miles.
Width of canal at top water line,	48 feet.
Width of canal on bottom,	32 feet.
Depth of water,	6 feet.
Length and breadth of locks,	100 ft. by 15 ft.
Number of basins : About one-eighth of whole line of canal.	
Number of lock houses, 92 ; store houses, 13 ; other houses, 30 ; total,	135
Number of locks: Lift, 107 ; stop, 21 ; guard, 2 ; weigh, 2 ; total, . .	132
Number of waste-ways,	110
Number of over-flows, including those of reservoirs,	10
Number of lineal feet of over-flows,	300
Number of bridges,	136
Number of culverts,	30
Number of dams, including reservoir dams,	40
Number of aqueducts,	22
Number of lineal feet of aqueduct superstructure,	2,000
Number of miles of slack-water,	3
Number of boats owned by the company,	643
Number of boats owned and run by private parties,	142
Average tonnage of boats,	139.9
Navigation opened, April 9.	
Navigation closed, December 7.	
Feet of lockage on main line of canal, exclusive of 58 feet ascending summit,	1,028

Are the locks of wood, cut stone or composite? Stone and composite.

Give the number of each kind : 95 composite lift ; 12 stone lift ; 2 stone weigh ; 1 stone guard ; 1 composite guard.

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS OF 2,000 POUNDS.

Lumber,	11,949
Anthracite coal,	1,045,099
Bituminous coal,	143
Other iron or castings,	265
Lime and limestone,	2,405
Agricultural products,	4,608
Manufactures and merchandise,	223,353
Other articles,	51,142
Total,	1,338,964

THE RATE OF TOLL CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

	1 MILE.	60 MILES.	108 MILES.
For lumber, per 1,000 feet board measure (hemlock), . .	.01	.40	.60
For lumber, per 1,000 feet board measure (pine and other lumber), . . . . .	.01	.40	.60
Shingles, per 1,000, . . . . .	.00½	.35	.50
Anthracite coal, per ton, . . . . .	.01½	Rate.	Rate.
Bituminous coal, per ton, . . . . .	.01	.50	.75

EXPENSES.

Maintaining the canal or real estate of the corporation,	\$154,667 05
Operating the canal,	85,211 24

RECEIPTS.

Canal used almost exclusively for transporting the coal of the company, and the receipts given are from miscellaneous sources,	\$57,868 51
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SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating canal, etc.,	\$100,878 29
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STOCK AND DIVIDENDS.

Rate and date of all cash dividends on stock of original and consolidated companies:	
March 15, 1888,	1½ per cent.
June 15, 1888,	1½ per cent.
September 15, 1888,	1½ per cent.
December 15, 1888,	1½ per cent.

DELAWARE DIVISION CANAL COMPANY OF PENNSYLVANIA.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1883.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
Francis C. Yarnall,	President,	Overbrook, Pa.
W. A. Buchanan,	Secretary and Treasurer, . .	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
F. C. Yarnall,	Overbrook, Pa.	F. R. Core,	Germantown, Pa.
J. W. Woolston,	Germantown, Pa.	E. Roberts, Jr.,	Philadelphia, Pa.
I. N. Williamson,	Philadelphia, Pa.	T. McKean,	Philadelphia, Pa.
J. S. Harris,	Germantown, Pa.	S. Shepherd,	Philadelphia, Pa.
E. W. Clark,	Germantown, Pa.		

General offices at No. 226 South Third street, Philadelphia, Pa.

Date of annual meeting for election of directors, first Tuesday in February. February 5, 1889.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,400,000 00
Capital stock, amount subscribed,	1,633,350 00
Capital stock paid in by last report,	1,633,350 00
Capital stock, total amount now paid in,	1,632,350 00
Number of shares issued,	32,667
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due July 1, 1893 (extended), bear interest at 6 per cent, which is payable January and July), amount, \$800,000 00

FLOATING DEBT.

Total amount now of funded and floating debt, 800,000 00
 Total cash realized from capital stock and debt, 2,433,350 00

COST OF CANAL AND FIXTURES.

Total cost of canal and fixtures, \$2,433,350 00

*\$306,900 of this amount are owned by the Lehigh Coal and Navigation Company, on which no interest is paid.

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Easton to Bristol, Pa,	60 miles.
Length of main line of canal in Pennsylvania,	60 miles.
Width of canal at top water line,	44 feet.
Width of canal on bottom,	26 feet.
Depth of water,	6 feet.
Length and breadth of locks: 90 feet long; some 11 and some 22 feet wide.	
Number of basins,	4
Number of lock houses,	24
Number of locks: Lift, 24; stop, 8; guard, 1; total,	33
Number of waste-ways,	18
Number of overflows,	12
Number of lineal feet of over-flows,	1,500
Number of bridges,	88
Number of aqueducts,	10
Number of lineal feet of aqueduct superstructure,	611
Number of boats owned and run by private parties, about	750
Average tonnage of boats,	95
Navigation opened, April 2, 1888.	
Navigation closed, December 10, 1888.	
Feet of lockage on main line of canal,	165.55
Value of real estate held by the company, exclusive of canal, estimated at	\$5,000 00

Are the locks of wood, cut stone or composite? Various.

PAYMENTS ON ACCOUNT OF CONSTRUCTION.

NOTE.—The Delaware Division Canal is leased to the Lehigh Coal and Navigation Company for ninety-nine years from April 1, 1866, at a stipulated rental per annum. All returns not answered in this report are included in the report of the Lehigh Coal and Navigation Company.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 32,667 shares, \$1,633,350.

Rate and date of all cash dividends on stock of original and consolidated companies: Four per cent. per annum, paid February 15, 1888, on 2,956 shares; no dividend at this date paid on 29,711 shares (same not being entitled to dividend); paid August 15, 1888, on 2,938 shares; no dividend at this date paid on 29,729 shares (same not being entitled to dividend).

. LEHIGH COAL AND NAVIGATION COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. S. Harris,	President,	Philadelphia.
F. C. Yarnall,	Vice-President,	Overbrook, Pa.
S. Shepherd,	Secretary and Treasurer, . .	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
E. W. Clark,	Philadelphia.	Samuel Dickson,	Philadelphia.
F. R. Cope,	Philadelphia.	Thomas McKean,	Philadelphia.
James M. Willcox,	Philadelphia.	Charles Parrish,	Wilkes-Barre.
Edward Lewis,	Philadelphia.	E. B. Leisenring,	Mauch Chunk.
T. Charlton Henry,	Philadelphia.	Abram S. Hewitt,	New York.

General office at 226 South Third street, Philadelphia, Pa.

Date of annual meeting for election of directors, 4th Tuesday in February.

CAPITAL STOCK.

Capital stock authorized by votes of company and issued,	\$12,821,850 00
Capital stock, amount subscribed,	12,821,500 00
Capital stock paid in by last report,	12,799,250 00
Capital stock, total amount now paid in,	12,821,850 00
Number of shares issued,	256,437
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Loan due 1914,	\$5,000,000 00	
Loan due 1897 (gold),	4,653,000 00	
Loan due 1897 (railroad),	2,000,000 00	
Loan due 1911 (consolidated mortgage),	2,466,000 00	
Scrip, redeemable in consolidated mortgage bonds,	4,750 00	
Loan due 1894 (gold),	673,000 00	
Greenwood mortgage bonds, due 1892,	643,000 00	
Loan due 1924 (general mortgage),	2,535,000 00	
		\$17,974,750 00
Less gold loan 1897, assumed by Central Railroad Com- pany of New Jersey,	\$2,310,000 00	
Less gold loan 1897, assumed by Lehigh and Wilkes- Barre Coal Company,	500,000 00	
Less gold loan 1894, assumed by Lehigh and Wilkes- Barre Coal Company,	673,000 00	
		3,483,000 00
		\$14,491,750 00

COST OF CANAL AND FIXTURES.

Revalued in 1885 at,	\$2,191,000 00
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CHARACTERISTICS OF CANAL.

Length of main line of canal, from Coalport to Easton,	48 miles.
Length of main line of canal in Pennsylvania,	48 miles.
Canals leased by the company, viz: Delaware Division Canal,	60 miles.
Width of canal at top water line,	60 to 100 ft.
Width of canal on bottom: Forty-five feet and upwards.	
Depth of water,	6 feet.
Length and breadth of locks: One hundred feet long, twenty-two feet wide.	
Number of basins,	5
Number of lock houses, 43; other houses, 2; total,	45
Number of locks: Lift, 49; stop, 2; guard, 5; weigh, 1; total,	57
Number of waste-ways,	4
Number of over-flows,	36
Number of lineal feet of over-flows,	3,600
Number of bridges,	10
Number of culverts,	21
Number of dams,	9
Number of aqueducts,	4
Number of lineal feet of aqueduct superstructure,	285
Number of miles of slack-water: Thirty-six miles canal, twelve miles pool.	
Number of boats owned by the company,	320
Number of boats that run on canal,	250
Number of boats owned and run by private parties,	289
Average tonnage of boats,	98
Navigation opened, April 2, 1888.	
Navigation closed, December 10, 1888.	
Value of real estate held by the company, exclusive of canal, but on its line,	\$200,000 00

Are the locks of wood, cut stone or composite? All stone, lined with wood.

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, including branches and leased canals,	564,489
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THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS OF 2,000 POUNDS.

Lumber,	20,187
Anthracite coal,	394,009
Bituminous coal,	661
Pig-iron,	21,032
Other iron or castings,	46
Iron and other ores,	23,346
Lime and limestone,	47,068
Agricultural products,	11,778
Manufactures and merchandise,	3,594
Other articles,	42,769
Total,	564,490

THE RATE OF TOLL CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For lumber, per 1,000 feet board measure, (hemlock), . . . . .	.01
For lumber, per 1,000 feet board measure, (pine and other lumber), . . . . .	.0175
Shingles, per 1,000, . . . . .	.004
Anthracite coal, per ton,	5.6 to .01
Bituminous coal, per ton, . . . . .	.008

EXPENSES.

MAINTAINING THE CANAL OR REAL ESTATE OF THE CORPORATION.

Aqueducts and culverts,	\$5,621 25
Boats and flats,	2,259 77
Bridges,	4,644 10
Canal bed and banks,	25,515 54
Carts, barrows and tools,	247 48
Dams and cribs,	3,845 78
Dredging,	5,061 80
Horses and horse keep,	84 02
Locks and Louses,	7,645 75
Shipping pockets,	4,234 22
Superintendents and engineering,	3,197 50
Waste weirs and sluices,	169 88
Water wheels,	147 97
Totals,	<u>\$62,975 06</u>

OPERATING THE CANAL.

Collectors and weighmasters,	\$5,348 40
Labor, shipping coal,	13,921 13
Lock tenders,	21,722 94
Office expenses,	2,794 42
Rent and taxes Delaware Division Canal,	39,034 00
Superintendence,	912 00
Totals,	<u>\$83,732 89</u>

RECEIPTS.

From tolls on coal, lumber, iron, miscellaneous freight and lockages,	\$150,274 92
Other sources, rents, etc.,	2,210,463 86
Total,	<u>\$2,360,738 78</u>

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	\$146,107 95
For dividends,	56,866 50
For interest,	893,143 52
Municipal and State taxes,	87,518 06
For other payments,	537,156 49
Total,	<u>\$2,240,792 52</u>
Surplus,	<u>\$119,946 26</u>

STOCK AND DIVIDENDS.

Rate and date of all cash dividends on stock of original and consolidated companies.

June 9, 1888, 2 per cent.,	\$256,364 00
December 11, 1888, 2½ per cent.,	820,702 50

MONONGAHELA NAVIGATION COMPANY.

FOR THE YEAR ENDING JANUARY, 1889.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
M. K. Moorhead,	President,	Pittsburgh, Pa.
William Bakewell,	Secretary and Treasurer,	Pittsburgh, Pa.
William P. Wood,	Cargo Inspector,	Pittsburgh, Pa.
Thomas McGowan,	Superintendent of Repairs,	Lock No. 4.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Joseph Albree,	Allegheny, Pa.	George B. Logan,	Allegheny, Pa.
Alexander Bradley,	Pittsburgh, Pa.	Jed B. Moorhead,	Philadelphia, Pa.
Felix R. Brunot,	Allegheny, Pa.	J. B. Murdoch, M. D.,	Pittsburgh, Pa.
Allan C. Bakewell,	New York, N. Y.	A. E. W. Painter,	Allegheny, Pa.
John Harper,	Pittsburgh, Pa.	George Shiras, Jr.,	Allegheny, Pa.

General office at 104 Grant street, Treasurer's office 110 Diamond street, Pittsburgh, Pa.

Date of annual meeting for election of directors, second Thursday of January in each year.

CAPITAL STOCK.

Capital stock not authorized by law. Not limited except by cost of work.

Capital stock authorized by votes of company, \$500,000 00

Capital stock total amount now paid in (January 1, 1889), 1,537,800 00

Number of shares issued, 30,726

Amount paid in on each share. Nothing due on stock.

Par value of each share, 50 00

DEBT.

FUNDED DEBT.

Mortgage bonds (due July 1, 1902, bear interest at 5 per cent., which is payable January 1, and July 1), amount, \$310,000 00

FLOATING DEBT.

Debt incurred for any other purpose and for what: No debt but for taxes, interest, dividends, current expenses of repairs, and \$6,477.76 suspended account.

The amount now of floating debt, including amount due on coupons, dividends and taxes, 28,919 02

Total amount now of floating and funded debt, \$338,919 02

Funded debt as per last report, 321,000 00

Floating debt as per last report, 30,187 84

COST OF CANAL AND FIXTURES.

Total cost of construction including real estate, \$1,901,887 98

CHARACTERISTICS OF SLACKWATER.

Length of main line from Pittsburgh to Dunkard's Creek, 86 miles.

Length of main line in Pennsylvania, 86 miles.

Depth of water on lock sills, 5 to 6 feet; in channel varies with stage of water.

Length and breadth of locks: Six of 100×50 feet chamber; 3 of 250×56 feet, 1 of 195×50 feet and 1 of 300×56 feet.

Number of pools, 7

Number of lock houses, 11; other houses, 14; total, 25

Number of locks: Lift, 11

Number of dams, 7

Number of miles of slack water, 86

Number of boats owned by the company: Two repair boats, 1 pumping boat and some flats.

Navigation opened: Was open soon after beginning of the year.

Navigation closed, January 22, 1888, and continued closed at the different locks from 5 to 20 days; has not closed in the winter of 1888 up to 1st January, 1889.

Feet of lockage on main line, 81 ft. 6 in.

Are the locks of wood, cut stone or composite: All cut stone.

Give the number of each: Eleven cut stone lock.

STATEMENT.

BUSHELS OF COAL AND SLACK SHIPPED FROM THE SEVERAL POOLS.

MONTHS.	POOL NO. 1.	POOL NO. 2.	POOL NO. 3.	POOL NO. 4.	TOTAL.
January, 1888, . . .	697,000	2,901,500	595,500	1,111,200	5,305,200
February, 1888, . .	1,949,000	7,473,000	3,032,500	3,550,500	15,525,000
March, 1888,	2,817,100	6,183,000	3,520,000	3,011,000	15,531,000
April, 1888,	2,180,000	6,463,000	3,199,000	3,721,000	15,863,000
May, 1888,	1,881,500	4,696,000	2,022,000	2,710,800	11,310,300
June, 1888,	959,000	2,853,000	1,634,000	2,376,100	7,813,100
July, 1888,	258,000	809,500	621,500	1,257,100	2,949,100
August, 1888,	312,000	1,257,500	1,252,500	742,700	3,564,700
September, 1888, . .	283,000	822,500	1,420,000	2,574,200	5,099,700
October, 1888, . . .	1,578,500	4,816,500	3,111,000	3,924,500	13,427,500
November, 1888, . .	1,570,500	4,620,500	2,656,000	3,304,000	12,151,000
December, 1888, . .	812,500	1,075,000	1,000,500	1,217,500	4,105,500
Totals bushels. . .	15,109,400	43,971,000	23,876,500	29,504,000	112,460,900
Tons,	574,157	1,670,898	907,307	1,121,152	4,273,514

COKE BUSINESS FOR 1888.

	TONS.	BUSHEL.	TOLLS.
From pool No. 1,	38,060	1,903,000	\$1,427 25
From pool No. 2,	23,840	1,442,000	1,946 70
From pool No. 4,	180	9,000	18 00
Total coke,	67,080	3,354,000	\$3,391 95
Coal,	4,273,514	112,460,900	\$186,000 46
Coke,	67,080	3,354,000	3,391 95
Total,	4,340,594	115,814,900	\$189,392 41

STATEMENT—CONTINUED.
FREIGHT SHIPPED EAST AND WEST DURING THE YEAR.

EASTWARD.	
Whiskey, barrels,	51
Lumber, feet,	8,169,950
Timber, feet,	3,070,800
Pig iron, tons,	10
Fire clay, tons,	3,476
Pit posts, number,	140,200
Sheep, number,	25
Horses and cattle, number,	934
Hogs, number,	50
Iron ore, tons,	8,079
Brick, number,	2,001,996
Railroad ties, number,	7,400
Classified freight, pounds,	23,937,200

WESTWARD.	
Sand, bushels,	1,147,000
Whiskey, barrels,	2,309
Wood, cords,	96
Stone, perches,	2,078
Staves, number,	3,000
Posts, number,	24,430
Sheep, number,	6,415
Lumber, feet,	1,015,450
Timber, feet,	671,030
Steel rails, tons,	10,688
Hogs, number,	5,007
Horses and cattle, number,	574
Classified freight, pounds,	10,362,850

RECEIPTS AT THE SEVERAL LOCKS.	
Lock No. 1,	\$58,036 73
Lock No. 2,	85,456 34
Lock No. 3,	13,037 76
Lock No. 4,	71,194 79
Lock No. 5,	833 76
Lock No. 6,	1,587 85
Lock No. 7,	2,631 34
Total,	\$272,798 57

THE RATE OF COAL CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS
FOLLOWS:

As toll is charged by the pool, and not by the mile, a toll list is given showing the rates charged.

EXPENSES.

Total expenses paid during the year ending January 1, 1889, including salaries of officers and inspector of cargoes, lock tenders and other employes, (excepting those engaged in the work of construction and repairs), and including incidental expenses such as office rent and stationery, etc., exclusive of taxes,	\$50,950 40
Total amount expended during the year in maintenance of the slackwater improvement, locks, dams, cribs, etc., including wages of employes engaged in construction and repairs, and salaries of superintendent of repairs and engineer,	\$39,834 25

In addition to the above is \$6,926.45 in the hands of the cargo inspector for payment of expenses and repairs, for which warrants have not been drawn on January 1, 1889, and which, therefore, will be included in the amount of expenses and repairs for the following year (1889).

RECEIPTS.

From tolls on coal and slack,	\$186,000 46
From tolls on coke,	3,391 95
From tolls on freight, empty crafts, steamboats, timber, etc.,	77,283 36
From tolls on passengers,	6,122 80
Total tolls,	<u>\$272,798 57</u>
Other sources, rents, etc.,	89 65
Total,	<u><u>\$272,888 22</u></u>

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	\$90,784 05
For dividends, payable in cash,	60,334 00
For interest,	14,110 35
State tax on gross receipts, \$2 225.30; on capital stock, \$8,793.75; total,	<u>11,019 05</u>

PAYMENTS ON ACCOUNT OF CONSTRUCTION IN 1888.

New lock No. 4,	\$802 77
Other new construction,	326 99
Total,	<u><u>\$1,129 76</u></u>

STOCK AND DIVIDENDS.

Amount of common stock now outstanding:

January 1, 1889, 30,756 shares, at \$50.00 per share,	<u>\$1,537,800 00</u>
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Amount of stock issued as stock dividends, and dates of issue: January 12, 1888, dividend, 6 per cent. on \$1,422,900 00, stock, = 1,600 shares and \$5,374 00 scrip; July 12, 1888, dividend, 2 per cent. on \$1,508,350.00, stock, = 511 shares and \$4,617.00 scrip.

Rate and date of all cash dividends on stock:

July 12, 1888, dividend, 4 per cent on \$1,508,350.00, stock,	<u><u>\$60,334 00</u></u>
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PENNSYLVANIA CANAL COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Isaac J. Wistar,	President,	Philadelphia, Pa.
Horace Whiteman,	Secretary,	Philadelphia, Pa.
Arthur Haviland,	Treasurer,	Philadelphia, Pa.
Thomas E. Wierman, Jr.,	Chief Engineer,	Harrisburg, Pa.
F. J. Deemer,	Superintendent of Equipment,	Wilkes-Barre, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Isaac J. Wistar,	Philadelphia, Pa.	Amos R. Little,	Philadelphia, Pa.
George B. Roberts,	Philadelphia, Pa.	M. Hall Stanton,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.	Alexander Biddle,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.	Simon Graetz,	Philadelphia, Pa.
Wm. J. Howard,	Philadelphia, Pa.	John P. Green,	Philadelphia, Pa.
Joseph N. DuBarry,	Philadelphia, Pa.	Clement A. Griscom,	Philadelphia, Pa.

Date of annual meeting for election of directors, second Tuesday in February.

CAPITAL STOCK.

Capital stock authorized by law,	\$5,000,000 00
Capital stock authorized by votes of company,	5,000,000 00
Capital stock, amount subscribed,	4,501,200 00
Capital stock, paid in by last report,	4,501,200 00
Capital stock, total amount now paid in,	4,501,200 00
Number of shares issued,	90,024
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

General mortgage bonds (due July 1, 1910; bear interest at 6 per cent, which is payable January 1 and July 1), amount,	\$2,744,000 00
Funded debt as per last report,	2,776,000 00
Total cash realized from capital stock and debt,	\$7,245,200 00

COST OF CANAL AND FIXTURES.

See Auditor General's Report on Railroads, Canals and Telegraph Companies for the year 1872, page 796.

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Columbia to Nanticoke, 144 miles ; Junction to Huntingdon, 90 miles ; Northumberland to Lock Haven, 66 miles ; Clark's Ferry to Millersburg, 12 miles ; slackwater, aggregate, 11 miles ; total,	323 miles.
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CHARACTERISTICS OF CANAL—CONTINUED.

Number of branch canals, with length of each, viz: 2; aggregate length,	4 miles.
Width of canal at top water line: Main line, 50 to 60 feet; West Branch division, 45 to 55 feet; Wiconisco division, 50 feet; Juniata division, 50 feet.	
Width of Canal on bottom: Main line, 34 to 40 feet; West Branch division, 30 feet; Wiconisco division, 30 feet; Juniata division, 30 feet.	
Depth of water: Main line, $6\frac{1}{4}$ feet, other divisions, 4 to $4\frac{1}{2}$ feet.	
Length and breadth of locks: 30 locks, 17×182 feet; 40 locks, 17×90 feet; 34 locks, 15×90 feet; total,	104
Number of lock houses, 97; store houses, 10; other houses, 30; total,	137
Number of locks: Lift, 104; stop, 14; guard, 14; weigh, 3; total, . .	135
Number of waste-ways,	76
Number of over-flows,	57
Number of lineal feet of over-flows,	7,216
Number of bridges,	467
Number of culverts,	145
Number of dams,	19
Number of aqueducts,	61
Number of lineal feet of aqueduct superstructure,	6,683
Number of lineal feet of aqueduct dams,	13,297
Number of miles of slackwater,	11
Number of boats owned by the company,	315
Average tonnage of boats on main line,	100 to 280
Navigation opened April 2.	
Navigation closed December 10.	
Feet of lockage on main line of canal, :	744

Are the locks of wood, cut stone or composite? All kinds.

Give the number of each kind: Cut stone, 37; stone and composite, 41; composite, 48; wood, 9; total, 135.

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS OF 2,000 POUNDS.

Lumber,	44,923
Anthracite coal,	615,400
Other iron or castings,	75
Iron and other ores,	3,485
Lime and limestone,	11,637
Other articles,	36,564
Total,	712,089

THE RATE OF TOLL CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS—CONTINUED.

CLASSES OF MERCHANDISE FOR 1883.										DISTANCES IN MILES.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
All rates are per ton of 2,000 pounds except coal, which is per ton of 2,240 pounds.										50	100	110	120	130	140	150	160	170	Over 170																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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EXPENSES.

MAINTAINING THE CANAL OR REAL ESTATE OF THE CORPORATION.	MAINTENANCE OF CANAL.	CANAL IMPROVEMENT.	TOTAL.
Aqueducts,	\$16,514 05		\$16,514 05
Boats and flats,	320 89		320 89
Boats, equipment of,		\$13,242 74	43,242 74
Bridges,	10,466 29		10,466 29
Boats, repairs of,		18,846 64	18,846 64
Canal bed and banks,	31,212 95		31,212 95
Clerks,	3,117 72	1,545 00	4,662 72
Culverts,	4,391 78		4,391 78
Dams,	5,647 44		5,647 44
Dry docks,		88 71	88 71
Ferries,	123 76		123 76
Horses and horse keep,	783 31		783 31
Houses and repair shops,	3,936 11	42 95	3,979 06
Incidentals,	9,383 24	348 29	9,731 53
Locks,	17,664 42		17,664 42
Office expenses, rents, furniture,	1,268 76		1,268 76
Real estate,	288 44		288 44
Slope and vertical walls,	4,633 85		4,633 85
Stationery and printing,	281 96	34 95	316 91
Steam boats and dredge boats,	2,704 08		2,704 08
Superintendence and engineering,	4,535 34	2,499 96	7,035 30
Tools and tool repairs,	1,726 46	213 93	1,940 39
Waste weirs and sluices,	1,969 19		1,969 19
Watchmen,	2,150 83		2,150 83
Wharfing,	592 23	66 32	658 55
Totals,	\$123,713 10	\$66,929 49	\$190,642 59
OPERATING THE CANAL.			
Collectors and weighwasters,	\$4,503 10		\$4,503 10
Clerks,	3,835 28		3,835 28
Ferries, labor at,	128 90		128 90
Incidentals,	832 30		832 30
Lock keeper,	9,972 09		9,972 09
Office expenses, rents and furniture,	1,176 65		1,176 65
Stationery and printing,	412 41		412 41
State taxes on receipts,	1,593 20		1,593 20
Superintendence,	2,433 64		2,433 64
Totals,	\$148,600 67	\$66,929 49	\$215,530 16

RECEIPTS.

From tolls on coal,	\$224,122 31
From tolls on lumber,	10,237 89
From tolls on iron,	7 93
From tolls on miscellaneous freight,	17,368 55
From tolls on lockages,	148 48
Boat toll,	1,033 08
Other sources, rents, etc.,	73,010 04
Total,	\$325,928 28

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	\$215,530 16
For interest on funded debt,	165,570 00
State tax on capital stock,	1 35
Total,	\$381,101 51

SCHUYLKILL CANAL, PHILADELPHIA AND READING RAILROAD COMPANY, LESSEE.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
A. A. McLeod,	Vice President and General Manager,	Philadelphia.
E. F. Smith,	Superintendent and Engineer,	Reading.

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Mill Creek to Callowhill street bridge, Philadelphia,	108.23 miles.
Length of main line of canal in Pennsylvania,	108.23 miles.
Number of branch canals, with length of each, viz: One,	1 mile.
Width of canal at top of water line,	60 to 300 ft.
Width of canal on bottom,	40 feet.
Depth of water,	6½ feet.
Length and breadth of locks,	110 ft. by 18 ft.
Number of basins,	6
Number of lock houses, 52; other houses, 7; total,	59
Number of locks: Lift, 47; guard, 7; guard, with lift, 17; total, . .	71
Number of waste-ways,	47
Number of over-flows,	2
Number of lineal feet of over-flows,	3,300
Number of bridges,	121
Number of culverts,	22
Number of dams,	31
Number of aqueducts,	12
Number of lineal feet of aqueduct superstructure,	836
Number of miles of slack water,	47.98
Number of boats owned by the company,	41
Number of boats owned and run by private persons,	84
Average tonnage of boats,	176
Navigation opened, April 9.	
Navigation closed, December 24.	
Feet of lockage on main line of canal,	618.63

Are the locks of wood, cut stone or composite? Cut stone and composite.

Give the number of each kind: Cut stone, 11; Cement, uncut, 2; composite, 58; total, 71.

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, 295,178

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS OF 2,000 POUNDS.

Lumber,	27,618
Anthracite coal,	233,019
Lime and limestone,	7,647
Agricultural products,	28
Manufactures and merchandise,	3,511
Other articles,	23,355
Total,	295,178

EXPENSES.

MAINTAINING THE CANAL OR REAL ESTATE OF THE CORPORATION.

Aqueducts,	\$93 81
Bridges,	2,449 72
Canal bed and banks,	10,701 55
Clerks,	720 00
Culverts,	306 38
Dams,	1,063 77
Houses and repair shops,	485 66
Incidentals,	111 90
Locks,	4,590 45
Steamboats and dredge boats,	1,537 54
Superintendence and engineering,	1,275 00
Tools and repairs,	387 44
Waste weirs and sluices,	105 95
Watchmen,	154 92
Wharfing, landings,	611 58
Totals,	<u>\$24,595 67</u>

OPERATING THE CANAL.

Collectors and weighmasters,	\$2,052 06
Ferries,	3,893 13
Incidentals,	30 00
Lock keeper,	8,753 78
Office expenses, rents and furniture,	2,455 04
Labor at wharves and landings,	6,452 53
Superintendence,	855 33
Totals,	<u>\$24,491 87</u>

RECEIPTS.

From tolls on coal,	\$133,585 88
From tolls on lumber, iron, miscellaneous freight and lockages,	19,000 47
Other sources, rent, etc.,	20,046 38
Total,	<u>\$172,632 73</u>

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	\$49,087 54
State taxes,	1,111 54
Total,	<u>\$50,199 08</u>

PAYMENTS ON ACCOUNT OF CONSTRUCTION.

Payment for rent,	<u>\$49,022 65</u>
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RECEIVERS OF THE SCHUYLKILL NAVIGATION COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Frederick Fraley,	Receivers,	Philadelphia.
Effingham B. Morris,	President,	Philadelphia.
Harry F. West,	Treasurer,	Philadelphia.
Richard Wilkins,	Secretary,	Philadelphia.
Frederick F. Hallowell,		

MANAGERS.

NAMES OF MANAGERS.	RESIDENCES.	NAMES OF MANAGERS.	RESIDENCES.
George Brooke,	Birdsboro', Berks county.	John B. Garrett,	Philadelphia.
Samuel Gustine Thompson,	Philadelphia.	Henry A. Dupont,	Wilmington, Del.
		Edward C. Knight,	Philadelphia.
		Beauveau Borie,	Philadelphia.

General office at 417 Walnut street, Philadelphia, Pa.

STOCK AND DEBT.

The capital stock is unlimited.

DEBIT.

The amount of stock subscribed for and issued as follows:

Common stock,	\$663,500 00
Stock scrip,	12 00
Preferred stock,	3,298,750 00
	<u>\$3,962,262 00</u>

[FUNDED DEBT.

Six per cent. mortgage loan, 1872-1897,	\$1,691,730 20
Six per cent. mortgage loan, 1882-1907,	3,990,392 66
Six per cent. common loan, 1876-1895,	318 00
Six per cent. mortgage loan, 1870-1895,	1,200,000 00
Six per cent. boat and car loan, 1863-1913,	756,650 00
Seven per cent. boat and car loan, 1864-1915,	628,100 00
Six per cent. improvement loan, 1870-1880,	228,000 00
	<u>\$8,495,190 86</u>

FLOATING DEBT.

Interest due on loans,	*\$1,530,090 98
Dividends unpaid,	2,546 87
Retained taxes,	53,102 83
Contingent or sinking fund,	36,268 58
	<u>\$1,622,009 26</u>

Average rate of interest a fraction over 6 per cent.

The cost of the company's works, estates and equipment as charged on the books,	<u>\$12,461,600 36</u>
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The number of shares issued and outstanding December 31, 1888, was:

Common stock,	13,270 shares.
Stock scrip,	$\frac{1}{10}$ shares.
Preferred stock,	<u>65,975 shares.</u>

The par value of each share issued is \$50, and the average market value of each share, during 1888, was \$4.25 per share, for the preferred, and \$2.12 $\frac{1}{2}$ per share for the common stock, and the amount paid in for each share was \$50.

All the works and estates of the company were leased to the Philadelphia and Reading Railroad Company, on the 12th day of July, 1870, for the term of 999 years, and we respectfully refer to the report made by them for the description of business, cost of repairs, etc.

RECEIPTS.

Rents received from the Philadelphia and Reading Railroad Company,	<u>\$5,196 27</u>
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PAYMENTS.

Salaries, rent and current expenses,	<u>\$5,273 59</u>
The amount of the contingent fund, held by the Philadelphia and Reading Railroad Company,	<u>\$36,268 58</u>

*Over 90 per cent. of this interest has been paid or settled for by the Philadelphia and Reading Railroad Company, which on settlement will be credited to their rent account.

SUSQUEHANNA CANAL COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Charles F. Mayer,	President,	Baltimore, Md.
Robert D. Brown,	Treasurer,	Baltimore, Md.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
George W. Dobbin, . . .	Baltimore, Md.	B. Andrews Knight, . .	Philadelphia, Pa.
Enoch Pratt,	Baltimore, Md.	F. B. Gowen,	Philadelphia, Pa.
Osmun Latrobe,	Baltimore, Md.	A. J. Antelo,	Philadelphia, Pa.
Gilmor Meredith,	Baltimore, Md.	John Wanamaker, . . .	Philadelphia, Pa.
James Sloan, Jr., . . .	Baltimore, Md.	Peter C. Holliis, . . .	Philadelphia, Pa.
C. Ridgely Goodwin, . .	Baltimore, Md.	Richard L. Ashhurst, .	Philadelphia, Pa.

General offices at Baltimore, Md.

Date of annual meeting for election of directors, second Monday in May.

CAPITAL STOCK.

Capital stock authorized by law, unlimited.

Capital stock paid in by last report, \$2,002,746 00

Capital stock, total amount now paid in, 2,002,746 00

Number of shares issued, 40,025

Amount paid in on each share, 50 00

Par value of each share, 50 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due 1894, Tide Water, \$97,810 58, Susquehanna, \$227,500; bear interest at 6 per cent., which is payable January and July), amount, \$325,310 58

Second mortgage bonds (due 1885 to State of Maryland, Tide Water, \$300,000, Susquehanna, \$700,000; bear interest at 6 per cent., which is payable January and July), amount, 1,000,000 00

Third mortgage bonds (due 1918, bear interest at 6 per cent., which is payable January and July), amount, 1,326,000 00

Fourth mortgage bonds (due 1902, bear interest at 7 per cent., which is payable January and July), amount, 250,000 00

Total amount now of funded debt, \$2,901,310 58

On January 2, 1872, the Susquehanna Canal was leased to the Philadelphia and Reading Railroad Company for the term of nine hundred and ninety-nine years, upon conditions which included payment, by the lessees, of interest upon the bonded debt of the Susquehanna Canal Company and of the Tide Water Canal Company, together with a sum for maintaining the corporate organization of the Susquehanna Canal Company, and an annual amount for division among its stockholders.

DEBT—CONTINUED.

FLOATING DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$21,282 23
Debt incurred for any other purpose, and for what, . .	614,152 11
	<hr/>
The amount now of floating debt,	635,434 44
	<hr/>
Total amount now of floating and funded debt,	\$3,536,745 02
Funded debt as per last report,	2,901,310 58
Floating debt as per last report,	961,665 65
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COST OF CANAL AND FIXTURES.

Including Tide Water Canal in Maryland, 14½ miles long,	\$4,931,345 53
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RECEIPTS.

From lessees on account rental,	\$5,441 10
	<hr/> <hr/>

SUMMARY OF EXPENSES.

For interest,	\$2,805 00
State taxes,	80 11
For other payments,	1,295 68
	<hr/>
Total,	\$4,180 79
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STOCK AND DIVIDENDS.

Amount of common stock now outstanding,	\$2,002,746 00
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SUSQUEHANNA AND TIDE WATER CANAL—THE PHILADELPHIA AND READING RAILROAD COMPANY, LESSEES.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
A. A. McLeod,	Vice President and General Manager.	Philadelphia, Pa.
E. F. Smith,	Superintendent and Engineer.	Reading, Pa.
D. F. Shue,	Division Superintendent.	Shue's Landing, Md.

CHARACTERISTICS OF CANALS.

Length of main line of canal, from Columbia, Pa., to Havre de Grace, Md.,	45 miles.
Length of main line of canal in Pennsylvania,	30 miles.
Width of canal at top water line,	50 feet.
Width of canal on bottom,	30 feet.
Depth of water,	5 $\frac{3}{4}$ feet.
Length and breadth of locks,	170 by 17 feet.
Number of basins,	2
Number of lock houses, 26; other houses, 2; total,	28
Number of locks: Lift, 29; stop, 10; guard, 3; total,	42
Number of waste-ways,	17
Number of over-flows,	16
Number of lineal feet of over flows,	2,659
Number of bridges,	18
Number of culverts,	5
Number of dams,	4
Number of aqueducts,	6
Number of lineal feet of aqueduct superstructure,	435
Number of miles of slackwater,	2
Number of boats owned by the company,	2
Number of boats owned and run by private parties,	418
Average tonnage of boats (twin boats),	260 tons.
Navigation opened, April 27.	
Navigation closed, December 15.	
Feet of lockage on main line of canal,	230.60

Are the locks of wood, cut stone or composite? Wood, cut stone and composite.
Give the number of each kind: Wood, 3; cut stone, 2; composite, 27, total, 32.

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS OF 2,000 POUNDS.

Lumber,	8,759
Anthracite coal,	296,456
Bituminous coal,	4,122
Iron and other ores,	91

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS OF 2,000
POUNDS—CONTINUED.

Lime and limestone,	2,348
Agricultural producers,	1,414
Manufactures and merchandise,	7,805
Other articles,	2,417
Total,	<u>323,412</u>

EXPENSES.

MAINTAINING THE CANAL OR REAL ESTATE OF THE CORPORATION.

Aqueducts,	\$80 89
Bridges,	78 27
Canal bed and banks,	10,538 67
Culverts,	841 00
Dams,	10,931 64
Horses and horse keep,	852 00
Incidentals,	1,930 76
Locks,	5,127 94
Superintendence and engineering,	667 85
Tools and tool repairs,	163 89
Waste weirs and sluices,	109 34
Total,	<u>\$31,322 25</u>

OPERATING THE CANAL.

Collectors and weighmasters,	\$1,372 37
Incidentals,	2,440 37
Lock keeper,	5,394 37
Superintendence,	974 00
Total,	<u>\$10,181 11</u>

RECEIPTS.

From tolls on coal,	\$39,565 89
From tolls on lumber, iron, miscellaneous freight and lockages,	5,844 18
Total,	<u>\$45,410 07</u>

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	\$41,503 36
Payment for rent,	<u>107,074 98</u>



REPORTS OF
TELEGRAPH AND TELEPHONE COMPANIES.



AMERICAN DISTRICT TELEGRAPH COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
C. Hartman Kuhn,	President,	Philadelphia.
Theodore M. Etting,	Vice President,	Philadelphia.
M. Richards Muckle,	Secretary and Treasurer,	Philadelphia.
George J. Jewill,	General Manager,	Philadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
C. Hartman Kuhn,	Philadelphia.	E. J. Matthews,	Philadelphia.
Theodore M. Etting,	Philadelphia.	John Rommel, Jr.,	Philadelphia.
M. Richards Muckle,	Philadelphia.	George Kelly,	Philadelphia.
T. Morris Knight,	Philadelphia.	E. C. Platt,	New York city.
Henry Nuss, Jr.,	Philadelphia.		

GENERAL INFORMATION.

Name of line : American District Telegraph Company.

By whom owned : Stockholders.

The general offices of the company are located at Philadelphia, Pa.

Address correspondence relating to this report to 113 South Broad street.

CAPITAL STOCK.

Capital stock authorized by law,	\$400,000 00
Capital stock authorized by votes of company,	400,000 00
Total amount now paid in,	200,000 00
Number of shares issued, 16,000	
Amount paid in on each share,	12 50
Par value of each share,	25 00

DEBT.

FUNDED DEBT.

First mortgage bonds (due March 1, 1897 ; bear interest at 6 per cent., which is payable semi-annually),	\$13,400 00
Funded debt as per last report,	\$13,400 00
Unfunded debt as per last report,	204 33

COST OF LINE AND EQUIPMENT.

Construction, including patent rights, franchises, etc.,	\$386,793 19
Equipment,	23,169 49
Total,	\$409,962 68

CHARACTERISTICS OF LINE.

Length of wire in Pennsylvania, consists of short lines in Philadelphia, principally on house tops.	
Number of stations in Pennsylvania,	10 districts.
Number of instruments in use (entire line), 1,358 district, 800 telegraph, 277 burglar alarms, 217 Morse, etc.,	2,652
Number of poles in use,	10
Number of persons employed in operating and maintaining the line, adults and operators, 49; messengers, 151; total,	200
Number of local messages sent during the year (entire line),	30,567
Number of messages sent during the year in Pennsylvania handed other lines,	129,389
Number of messages received (entire line) from other lines for delivery by messengers,	311,750

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Messages received to be forwarded by other lines to all parts of the world are charged rates as published by those lines; our tariff for messenger service is based on time, 30 cents per hour.

EXPENSES.

General expenses of entire line,	\$91,545 07
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RECEIPTS.

Gross receipts of entire line, including amount received for other corporations and individuals, or their agents,	\$130,309 46
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SUMMARY OF PAYMENTS.

Construction of new lines,	\$1,803 83
Purchase of telegraph property,	480 07
Interest,	804 00
Dividends, including payment to other corporations and individuals, amounts received as above,	125,361 23
Taxes,	1,860 33
Total,	\$130,309 46

GENERAL BALANCE SHEET, 1888.

ASSETS.

License and patent right account,	\$316,612 00
Charter and incorporating account,	250 00
General construction,	69,931 19
Equipment,	23,169 49
Supplies,	5,714 22
Trustee stock, A. D. T. Co., donated,	4,650 00
Accounts receivable,	25,156 63
Cash,	7,134 70
	\$452,618 23

LIABILITIES.

Capital stock,	\$400,000 00
First mortgage bonds,	12,800 00
Accrued interest on bonds due March 1, 1889,	268 00
Suspense account,	92 40
Loss and gain,	39,457 83
	\$452,618 23

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original company during the year: May 18, 1888, 25 cents per share.

Amount paid in dividends, cash,	\$4,000 00
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AMERICAN TELEGRAPH AND TELEPHONE COMPANY OF PENNSYLVANIA.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Edward J. Hall, Jr.,	President,	Morristown, N. J.
Melville Eggleston,	Secretary,	Elizabeth, N. J.
Samuel B. Huey,	Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Edward J. Hall, Jr., . . .	Morristown, N. J.	Josiah R. Adams, . . .	Philadelphia, Pa.
Samuel B. Huey,	Philadelphia, Pa.	Melville Eggleston, . . .	Elizabeth, N. J.
J. E. Kingsley,	Philadelphia, Pa.		

Date of annual meeting for election of directors, first Friday in February.

GENERAL INFORMATION.

Name of line : American Telegraph and Telephone Company of Pennsylvania.

The general offices of the company are located at 138 South Fourth street.

Address correspondence relating to this report to S. B. Huey, Treasurer, corner Fifth and Chestnut streets, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

American Telegraph and Telephone Company, of Pennsylvania; incorporation and organization February 19, 1885.

Certificate approved and recorded in Secretary of State Office January 13, 1885 ; letters-patent issued January 13, 1885 ; certificate recorded in Recorder's office, Philadelphia, February 19, 1885 ; organized February 19, 1885.

CAPITAL STOCK.

Capital stock authorized by law,	\$10,000 00
Capital stock authorized by votes of company,	10,000 00
Capital stock subscribed,	10,000 00
Total amount now paid in,	10,000 00
Number of shares issued, 200	
Amount paid in on each share,	50 00
Par value of each share,	50 00

CHARACTERISTICS OF LINE.

Length of main line, from Delaware river to Schuylkill river, . . .	2.2482 miles.
Length of submarine cables in Pennsylvania, . . . . .	.1800 miles.
Length of wire in Pennsylvania,	215.9281 miles.
Number of stations in Pennsylvania,	12
Number of instruments in use (entire line)	186

CHARACTERISTICS OF LINE--CONTINUED.

Number of instruments in use in Pennsylvania,	186
Number of persons employed in operating and maintaining the line in Pennsylvania, male,	9
Number of messages sent during the year in Pennsylvania,	8,870
Number of messages received in Pennsylvania,	9,000

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

MONTHLY RATES FOR SPECIAL SERVICE NEW YORK TO PHILADELPHIA.

Private wires from 8 A. M. to 6 P. M.,	\$300 00
One-half use of private wires, or thirty minutes each hour,	166 66
One-third use of private wires, or twenty minutes each hour,	125 00
Twenty minutes, once each day,	50 00
Twenty minutes, twice each day,	70 00
Twenty minutes, three times each day,	90 00
Ten minutes, once each day,	35 00
Ten minutes, twice each day,	50 00
Ten minutes, three times each day,	65 00
One hundred messages per month,	70 00
Seventy-five messages per month,	62 50
Fifty messages per month,	50 00

The rental of two terminal long distance telephone instruments is included in the above rates.

RECEIPTS.

Gross receipts in Pennsylvania (estimated),	\$17,795 65
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GENERAL BALANCE SHEET, 1888.

LIABILITIES.

Capital stock,	\$10,000 00
Estimated debt,	288,474 92

ATLANTIC AND OHIO TELEGRAPH COMPANY.

FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
Norvin Green,	President,	New York.
Thomas T. Eckert,	Vice President,	New York.
R. H. Rochester,	Secretary and Treasurer, . .	New York.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Norvin Green,	New York.	R. H. Rochester, . . .	New York.
Thomas T. Eckert, . . .	New York.	George Merrihew, . . .	Philadelphia.
Charles A. Tinker, . . .	New York.	W. B. Gill,	Philadelphia.
J. B. VanEvery,	New York.	Henry Bentley,	Philadelphia.
James Merrihew,	New York.		

GENERAL INFORMATION.

Name of line : Atlantic and Ohio Telegraph Company. April 16, 1849.
By whom owned : Atlantic and Ohio Telegraph Company.
By whom operated : Western Union Telegraph Company.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Leased April 1, 1864.

CAPITAL STOCK.

Capital stock authorized by law,	\$650,000 00
Total amount now paid in, common,	650,000 00
Number of shares issued,	13,000
Par value of each share,	50 00

SUMMARY OF PAYMENTS.

Dividends : None other than 10 per cent. paid by Western Union Company.

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year : Since April 15, 1864, 10 per cent. per annum, quarterly, upon outstanding stock (not belonging to Western Union Telegraph Company), amounting now to \$6,500.

BALTIMORE AND OHIO TELEGRAPH COMPANY OF PENNSYLVANIA.

FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
A. Loudon Snowden,	President,	1812 Spruce st., Phila.
J. B. Stewart,	Secretary and treasurer,	Ardmore, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
A. Loudon Snowden, . .	1812 Spruce, Phila.	L. S. Filbert,	1902 Green, Phila.
Chas. A. Porter,	1920 N. 13th, Phila.	Jno. K. Cowen,	Baltimore, Md.
W. T. Westbrook,	Wilmington, Del.		

GENERAL INFORMATION.

Name of line: Baltimore and Ohio Telegraph Company of Pennsylvania.

By whom owned: This company.

By whom operated: This company.

The general offices of the company are located at 1403 Fairmount avenue, Philadelphia.

Address correspondence relative to this report to 1403 Fairmount avenue, Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$20,000 00
Total amount now paid in,	20,000 00
Number of shares issued,	200
Amount paid in on each share,	100 00
Par value of each share,	100 00

CHARACTERISTICS OF LINE.

Length of main line from Pennsylvania and Maryland State line to Lancaster,	89½ miles.
Length of main line in Pennsylvania,	89½ miles.
Length of wire (entire line),	302 miles.
Length of wire in Pennsylvania,	302 miles.
Number of stations, entire line,	3
Number of stations in Pennsylvania,	3
Number of poles to the mile,	30
Number of persons employed in operating and maintaining the line in Pennsylvania, male, 15; female, 1; total,	16

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under, rates for ten words,	25 cents.
Each additional word,	2 cents.

RECEIPTS.

Gross receipts in Pennsylvania line,	\$2,759 07
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BELL TELEPHONE COMPANY OF PHILADELPHIA.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
James Merrihew,	President,	New York, N. Y.
William B. Gill,	Vice President,	Philadelphia, Pa.
Samuel B. Huey,	Secretary,	Philadelphia, Pa.
A. A. Ziegler,	Treasurer,	Philadelphia, Pa.
Samuel M. Plush,	General Manager,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
James Merrihew,	New York, N. Y.	Joel J. Bailly,	Philadelphia, Pa.
William B. Gill,	Philadelphia, Pa.	James E. Mitchell,	Philadelphia, Pa.
Henry Bentley,	Philadelphia, Pa.	J. E. Kingsley,	Philadelphia, Pa.
Thomas E. Cornish,	Philadelphia, Pa.	Thomas T. Eckert,	New York, N. Y.
Theodore N. Vail,	Boston, Mass.	Charles A. Tinker,	New York, N. Y.
Henry S. Huidekoper,	Philadelphia, Pa.	Samuel M. Plush,	Philadelphia, Pa.

Date of annual meeting for election of directors, third Tuesday of February.

CAPITAL STOCK.

Capital stock authorized by law,	\$560,000 00
Capital stock authorized by votes of company,	560,000 00
Total amount now paid in, common and special or preferred,	560,000 00
Number of shares issued,	11,200
Amount paid in on each share,	50 00
Par value of each share,	50 00

COST OF LINE AND EQUIPMENT.

Construction and equipment,	\$476,795 80
Underground construction,	142,615 14
Total,	\$619,410 94

EXPENSES.

Gross expenses of entire line,	\$233,630 08
Gross expenses in Pennsylvania,	233,630 08

RECEIPTS.

Gross receipts of entire line,	\$434,191 97
Gross receipts in Pennsylvania,	434,191 97

SUMMARY OF PAYMENTS.

Construction of new lines,	\$8,120 33
Purchase of office fixtures and furniture,	95 00
Purchase of real estate,	59,924 53
Underground construction,	142,615 14
Dividends,	67,200 00
Miscellaneous,	222,294 78
Taxes,	11,335 30
Surplus fund,	133,361 89
Total,	<u>\$644,946 97</u>
Total amount of surplus fund,	<u>400,513 50</u>

GENERAL STATISTICS.

Date of establishment, November 14, 1878.	
Number of circuits carrying one subscriber,	2,401
Number of circuits carrying two subscribers,	88
Number of circuits carrying over two subscribers,	61
Total number of circuits,	<u>2,550</u>
Miles of wire on poles,	598
Miles of wire on buildings,	1,252
Miles of wire, sub-marine,	15 $\frac{1}{3}$
Total miles of wire,	<u>1,865$\frac{1}{3}$</u>
Number of branch offices,	5
Number of trunk lines from central to branch office,	46
Number of conversations between subscribers per month, estimated,	542,722
Number of operators employed in central office,	69
Total number of employés,	150
Style of central office system and apparatus: Law multiple.	
Number of subscribers to exchange,	2,980
Present established rates, per year, radius one mile from exchange, business,	\$120 00
Present established rates, per year, radius one mile from exchange, residence,	100 00
For telephone and transmitter, per month, residence,	\$8 33
For telephone and transmitter, per month, business place,	10 00

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$476,795 80
Underground construction,	142,615 14
Office furniture,	5,274 76
Real estate,	59,924 53
Stocks, bonds and other securities,	236,046 79
Material,	29,486 11
Accounts receivable,	13,099 11
Cash,	37,623 28
	<u>\$1,000,865 52</u>

LIABILITIES.

Capital stock,	\$560,000 00
Mortgage,	25,000 00
Reserve for unearned rental,	15,352 02
Surplus,	400,513 50
	<u>\$1,000,865 52</u>

STOCK AND DIVIDENDS.

Amount paid in dividends, cash,	\$67,200 00
Balance for the year, or surplus,	133,361 89
Surplus at commencement of the year,	267,151 61
Total surplus,	400,513 50
Surplus invested as follows :	
Cash,	37,623 28
Balance of accounts due company,	13,099 11
Material, fuel and stores,	29,486 11
Other items and construction,	320,305 00

CENTRAL DISTRICT AND PRINTING TELEGRAPH COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
D. Leet Wilson.	President.	Pittsburgh, Pa.
Charles O. Rowe.	Vice President.	Pittsburgh, Pa.
John G. Stoakes.	Secretary and Treasurer.	Pittsburgh, Pa.
Henry Metzger.	General Manager.	Pittsburgh, Pa.
Warren D. Paynter.	General Superintendent.	Pittsburgh, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
D. Leet Wilson.	Pittsburgh, Pa.	James Merrihue.	New York, N. Y.
L. Halsey Williams.	Pittsburgh, Pa.	John E. Hudson.	Boston, Mass.
John L. George.	Pittsburgh, Pa.	C. Jay French.	Boston, Mass.
George I. Whitney.	Pittsburgh, Pa.	Henry S. Huidekoper.	Philadelphia, Pa.
Charles O. Rowe.	Pittsburgh, Pa.		

Date of annual meeting for election of directors, second Thursday of February.

GENERAL INFORMATION.

The general offices of the company are located at corner Fifth avenue and Wood street, Pittsburg, Pa.

Address correspondence relating to this report to John G. Stoakes, Secretary.

CAPITAL STOCK.

Capital stock authorized by law.	\$500,000 00
Capital stock authorized by votes of company.	500,000 00
Capital stock subscribed.	500,000 00
Total amount now paid in, common.	500,000 00
Number of shares issued.	5,000
Amount paid in on each share.	100 00
Par value of each share.	100 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property.	\$66,460 00
Unfunded debt as per last report.	\$67,300 00
Total cash realized from capital stock and debt.	566,460 00

GENERAL STATISTICS.

[illegible]

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Licenses and franchises,	\$450,000 00
Construction and equipment,	552,302 31
Supplies and instruments in stock,	8,885 10
Accounts receivable,	13,065 87
Real estate,	90,976 10
	<u>\$1,115,229 38</u>

LIABILITIES.	
Capital stock,	\$500,000 00
Scrip,	66,460 00
Reserve for unearned rentals,	31,088 07
Fixed charges,	9,564 36
Sundry creditors,	4,352 04
Interest due on scrip,	311 58
Undivided profits,	480,351 48
Cash (over draft),	3,101 85
Bills payable,	20,000 00
	<u>\$1,115,229 38</u>

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: April 12, 1888, 4 per cent.; July 12, 1888, 3 per cent.; October 11, 1888, 3 per cent.

Amount paid in dividends, cash,	\$50,000 00
Balance for the year, or surplus,	130,392 34
Surplus at commencement of the year,	349,959 14
Total surplus,	480,351 48

Surplus invested as follows:

Balance of accounts due company,	13,065 87
Material, fuel and stores,	8,885 10
Construction, equipment and real estate,	458,400 51

CENTRAL PENNSYLVANIA TELEPHONE AND SUPPLY COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
H. R. Rhoads,	President,	Williamsport, Pa.
Richard O'Brien,	Vice President,	Seranton, Pa.
J. E. Wilkinson,	Secretary and Treasurer,	Williamsport, Pa.
R. M. Bailey,	General Manager,	Williamsport, Pa.

DIRECTORS.

NAMES OF MANAGERS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Robert P. Allen,	Williamsport, Pa.	L. C. Kinsey,	Montgomery Sta- tion, Pa.
Robert M. Bailey,	Williamsport, Pa.	C. LaRue Munson,	Williamsport, Pa.
S. S. Blair,	Tyrone, Pa.	Richard O'Brien,	Seranton, Pa.
J. H. Boyer,	Williamsport, Pa.	H. R. Rhoads,	Williamsport, Pa.
Charles H. Dongal,	Milton, Pa.	R. J. C. Walker,	Williamsport, Pa.
C. Jay French,	Boston, Mass.	E. B. Westfall,	Williamsport, Pa.
A. D. Hermance,	Williamsport, Pa.	J. E. Wilkinson,	Williamsport, Pa.
H. S. Huidekoper,	Philadelphia, Pa.		

Date of annual meeting for election of directors, third Wednesday of February.

GENERAL INFORMATION.

The general offices of the company are located at 760 West Fourth street, Williamsport, Pa.

Address correspondence relating to this report to company, at their general offices.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, September 24, 1880.

Name of company : Central Pennsylvania Telephone and Supply Company. The organization of the company was effected on the 24th of September, 1880. Telephone lines had been previously established by private parties in Williamsport, Philipsburg, Bellefonte, Altoona, Shamokin and Milton. The chartered limits of the company include the counties of Clinton, Centre, Clearfield, Cameron, Columbia, Blair, Huntingdon, Juniata, Montour, Mifflin, Snyder, Sullivan, Northumberland, Union and Lycoming, and such other territory as might be thereafter acquired. The company immediately commenced to perfect the lines already constructed, and to extend the same so that telephone communication was established between Milton and Bloomsburg, Williamsport and Lock Haven, Williamsport and Milton, Huntingdon and Altoona, Altoona and Philipsburg, Altoona and Bellefonte, Philipsburg and Clearfield, Bellefonte and Lock Haven, Milton and Shamokin, Shamokin and Mt. Carmel, connecting with the Pennsylvania Telephone Company territory, Lewisf town and Bellefonte, Clearfield and DuBois, Williamsport to the county line o-Bradford, connecting with the New York and Pennsylvania Telephone and Telegraph Companies territory, and all outlying villages and districts. In January, 1884, the company had 1242 miles of line and thirteen principal exchanges. At this time

the company acquired the property and rights of the North Pennsylvania Telephone Company, which had been established in Luzerne, Lackawanna and Wyoming counties, and these counties were added to the territory of this company. Telephone facilities were further increased in the cities of Scranton and Wilkes-Barre, and the coal sections and towns of these counties. The company now has exchanges in all the principal cities and towns in the district covered by its charter, and the territory has been fully occupied and ample telephone communication furnished to the public. In 1888 the county of Elk was acquired from the Central District, and Printing Telegraph Company of Pittsburgh, and this company is now engaged in constructing lines in this county.

For the capital stock, general business, receipts and expenditures of the company, reference is made to the other parts of this report.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000 00
Capital stock authorized by the votes of the company,	1,000,000 00
Capital stock subscribed,	800,000 00
Number of shares issued,	8,000
Amount paid in on each share,	100 00
Par value of each share,	100 00

COST OF LINE AND EQUIPMENT.

Construction and equipment,	\$525,008 04
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CHARACTERISTICS OF LINE.

Exchange circuits,	2,535 miles.
Extra territorial circuits,	508 miles.
Totals,	3,043 miles.
Number of stations in Pennsylvania,	3,453 sets.
Number of instruments in use in Pennsylvania,	3,453 sets.
Number of persons employed in operating and maintaining the line, male, 45; female, 48; total,	93
Number of persons employed in operating and maintaining the line in Pennsylvania, male, 45; female, 48; total,	93

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Extra territorial, twenty-five cents per conversation of five minutes. Exchange communications at a monthly rental.

EXPENSES.

Gross expenses of entire line,	\$105,324 82
Gross expenses in Pennsylvania,	105,324 82

RECEIPTS.

Gross receipts of entire line,	\$167,898 37
Gross receipts in Pennsylvania,	167,898 37

SUMMARY OF PAYMENTS.

Construction of new lines,	\$11,643 00
Dividends,	47,847 00
Miscellaneous,	104,736 20
Taxes,	3,672 17

GENERAL STATISTICS.

	Williamsport and branches.	Lock Haven.	Reno.	Driftwood.	Bellefonte.	Altoona and branches.	Huntingdon.	Lewistown.	DuBois.	Ridgway.
Date of establishment of principal cen- tral office,	1878.	1880.	1881,	1882.	1879.	1880	1880.	1883.	1886.	1888.
Population of station, census 1880, . . .	May 30, 21,519	March 15, 5,845	Sep. 17, 3,708	May 1, 504	June 10, 3,026	March 1, 25,538	March 1, 4,125	April 1, 3,222	January 1, 8,000	October 1, 2,600
Number circuits carrying one subscriber,	118	16	..	..	30	46	23	21	..	..
Number of circuits carrying two sub- scribers,	139	11	..	..	22	21	11	7	..	..
Number of circuits carrying over two subscribers,	40	7	..	..	19	32	8	5	..	..
Total number of circuits,	297	34	..	..	71	99	42	33	..	..
Miles of wire on poles,	354	38	5	5	141	217	78	90	..	..
Total miles of wire,	354	38	5	5	141	217	78	90	..	..
Number of branch offices,	2	..	..	..	..	2	..	..	..	..
Number of trunk lines from central to branch office,	4	..	..	..	..	3	..	..	..	..
Number of conversations between sub- scribers per month, estimated,	68,526	4,167	..	..	28,202	27,953	10,052	5,670	..	..
Number of operators employed in cen- tral office,	11	2	1	1	3	5	2	2	..	..
Total number of employees,	15	2	1	1	5	7	2	3	..	1
Style of central office system and appli- cations,	Williams and W. E.	Williams.	Spring Jacks.	Spring Jacks.	W. Elec.	Williams and W. E.	Williams.	Williams.	..	Spring Tracks.
Number of subscribers to exchange, . .	534	62	5	5	165	241	91	51	6	39
For telephone and transmitter, per month, residence,	\$3 00	\$3 00	\$3 00	\$3 00	\$3 00	\$3 00	\$3 00	\$3 00	..	\$3 00
For telephone and transmitter, per month, business place,	4 00	4 00	3 00	3 00	4 00	4 00	4 00	4 00	..	4 12½

GENERAL STATISTICS.—CONTINUED.

	Philpsburg and branches.	Clearfield and branch.	Bloomsburg and branch.	Wilkes-Barre and branch.	Shamokin and branches.	Milton.	Hazleton.	Seranton.
Date of establishment of principal central office,	1880. Sep. 5, 5,092	1881. July 8, 2,515	1882. May 1, 12,048	1880. January, 40,339	1880. December 1, 12,261	1880. December 1, 2,102	1882. January 8, 6,935	1880. June 1, 45,850
Population of station, census 1880,	39	20	30	168	20	20	24	90
Number of circuits carrying one subscriber,	21	7	7	37	8	6	10	79
Number of circuits carrying two subscribers,	22	2	11	85	9	11	5	102
Number of circuits carrying over two subscribers,								
Total number of circuits,	82	29	48	290	37	37	39	271
Miles of wire on poles,	159	71	85	461	78	97	55	601
Total miles of wire,	159	71	85	461	78	97	55	601
Number of branch offices,	2	1	1	1	1			
Number of trunk lines from central to branch office,	2	1	1	1	1			
Number of conversations between subscribers per month, estimated,	27,944	9,081	9,135	92,061	4,986	6,300	4,986	39,828
Number of operators employed in central office,	4	3	3	11	2	3	1	11
Total number of employees,	6	2	4	15	3	4	2	19
Style of central office system and apparatus,	Williams and W. E.	Williams and W. E.	Williams.	W. Elec.	Williams.	Williams.	W. Elec.	W. Elec.
Number of subscribers to exchange,	173	56	88	708	70	82	109	668
For telephone and transmitter, per month, residence,	\$3 00	\$3 00	\$3 00	\$3 75	\$3 00	\$3 00	\$3 75	\$3 75
For telephone and transmitter, per month, business place,	4 00	4 00	4 00	4 50	4 00	4 00	4 12½	4 50

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Cash on hand,	\$15,742 93
Supplies on hand,	3,250 79
Construction and equipment,	525,008 04
License,	275,100 00
Due from exchange managers,	5,503 14
Due from sundry persons,	2,802 42
Furniture,	1,980 93
	<u>\$829,388 25</u>
LIABILITIES.	
Capital stock,	\$800,000 00
Toll line tickets outstanding,	1,447 50
Reserve for unearned rentals,	1,125 96
Due to sundry persons,	4,008 08
Surplus,	8,283 16
Undivided profits,	14,523 55
	<u>\$829,388 25</u>

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: No stock issued for stock dividends.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:

January 28, 1888, cash dividend of $1\frac{1}{2}$ per cent. on 7,949 shares, . . .	\$11,923 50
April 30, 1888, cash dividend of $1\frac{1}{2}$ per cent. on 7,949 shares,	11,923 50
July 28, 1888, cash dividend of $1\frac{1}{2}$ per cent. on 8,000 shares,	12,000 00
October 27, 1888, cash dividend of $1\frac{1}{2}$ per cent. on 8,000 shares,	12,000 00
Amount paid in dividends, cash,	47,847 00
Balance for the year or surplus,	8,283 16
Total surplus,	8,283 16

Surplus invested as follows:

Balance of accounts due company,	5,032 37
Material, fuel and stores,	3,250 79

CURWENSVILLE TELEPHONE COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
P. Kinports,	President,	Grant, Pa.
A. E. Patton,	Secretary,	Curwensville, Pa.
	Treasurer,	
	General Manager,	
	General Superintendent,	

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
A. E. Patton,	Curwensville, Pa.	Jackson Patchin,	Burnside, Pa.
John R. Fee,	Punxsutawny, Pa.	Charles E. Patton,	Curwensville, Pa.
E. L. Coolbroth,	Lumber City, Pa.	P. Kinports,	Grant, Pa.

GENERAL INFORMATION.

Name of line : Curwensville Telephone Company,
 By whom owned : Curwensville Telephone Company.
 By whom operated : Curwensville Telephone Company.
 The general office of the company is located at Curwensville, Pa.
 Address correspondence relating to this report to Curwensville, Pa.

CAPITAL STOCK.

Amount authorized by law,	\$3,000 00
Amount authorized by votes of company,	3,000 00
Amount subscribed,	3,000 00
Amount now paid in, common,	3,000 00
Number of shares issued,	60
Amount paid in on each share,	50 00
Par value of each share,	50 00

COST OF LINE AND EQUIPMENT.

Construction,	\$3,000 00
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CHARACTERISTICS OF ROAD.

Length of main line from Curwensville to Cherry Tree,	48 miles.
Length of main line in Pennsylvania,	48 miles,
Length of wire, (entire line),	48 miles.
Length of wire in Pennsylvania,	48 miles.
Number of stations, entire line,	13
Number of stations in Pennsylvania,	13
Number of instruments in use, (entire line),	13
Number of instruments in use in Pennsylvania,	13
Number of persons employed in operating and maintaining the line, male, 8; female, 5, total,	13
Number of persons employed in operating and maintaining the line in Pennsylvania, male, 8; female, 5, total,	13

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words : Twenty-five cents.

EXPENSES.

Gross expenses of entire line,	\$721 93
Gross expenses in Pennsylvania,	721 93

RECEIPTS.

Gross receipts of entire line,	\$692 51
Gross receipts in Pennsylvania,	692 51

SUMMARY OF PAYMENTS.

Taxes,	\$2 59
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DELAWARE AND ATLANTIC TELEGRAPH AND TELEPHONE COMPANY OF PENNSYLVANIA.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
J. Merrihew,	President,	New York.
C. A. Tinker,	Vice President.	
W. J. McLaughlin,	Secretary and Treasurer, . .	Philadelphia.
W. B. Gill,	General Superintendent, . .	Philadelphia.
W. T. Westbrook,	Superintendent,	Wilmington, Del.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. Merrihew,	New York.	W. B. Gill,	Philadelphia.
C. A. Tinker,	New York.	G. Merrihew,	Philadelphia.
Henry Bentley,	Philadelphia.	W. T. Westbrook,	Wilmington, Del.
S. M. Plush,	Philadelphia.		

Date of annual meeting for election of directors, third Tuesday in September. In 1888, September 18; in 1889, September 17.

GENERAL INFORMATION.

Name of line: Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania.

By whom owned: Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania.

By whom operated: Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania.

The general offices of the company are located at 400 Chestnut street, Philadelphia, Pa.

Address correspondence relating to this report to W. J. McLaughlin, Treasurer, 400 Chestnut street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Delaware and Atlantic Telegraph and Telephone Company was chartered May 28, 1883, being enrolled in Charter Book No. 17, page 11, application having been made by the following-named gentlemen: John E. Zeublin, S. M. Plush, James Merrihew, S. S. Garwood and William B. Gill.

The company carries on business in the following counties of the Commonwealth of Pennsylvania, viz: Chester, Bucks, Montgomery and Delaware.

The general route and points connected are as follows: Philadelphia to Chester Media and State Line *via* Darby; Philadelphia to Coatesville, with lateral lines West Chester, Norristown, Phoenixville, and other points within the counties named.

CAPITAL STOCK.

Capital stock authorized by law,	\$10,000 00
Capital stock authorized by votes of company,	10,000 00
Capital stock subscribed,	10,000 00
Total amount now paid in, common,	10,000 00
Number of shares issued,	100
Amount paid in on each share,	100 00
Par value of each,	100 00

COST OF LINE AND EQUIPMENT.

Construction,	\$79,981 52
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CHARACTERISTICS OF LINE.

Length of wire (entire line),	1,053 miles.
Length of wire in Pennsylvania,	1,053 miles.
Number of stations (entire line),	968
Number of stations in Pennsylvania,	968
Number of instruments in use (entire line),	2,180
Number of instruments in use in Pennsylvania,	2,180
Number of poles to the mile,	30
Number of persons employed in operating and maintaining the line:	
Male, 50; female, 11; total,	61
Number of persons employed in operating and maintaining the line	
in Pennsylvania: Male, 50; female, 11; total,	61

TARIFF OF RATES FOR TRANSMISSION OF TOLL LINE MESSAGES.

NUMBER OF MILES.	RATES FOR 5 MINUTES.	RATES FOR 5 MINUTES.
For ten miles or under,	Free.	25
For fifteen miles and under twenty miles,	15	30
For twenty miles and under twenty-five miles,	20	35
For twenty-five miles and over,	25	35

EXPENSES.

Gross expenses of entire line,	\$45,826 55
Gross expenses in Pennsylvania,	45,826 55

RECEIPTS.

Gross receipts of entire line,	\$55,766 04
Gross receipts in Pennsylvania,	55,766 04

SUMMARY OF PAYMENTS.

Construction of new lines,	\$4,964 92
Miscellaneous,	45,367 37
Taxes,	459 18
Surplus fund,	9,939 49
Total,	\$60,730 96
Total amount of surplus fund,	53,335 01

GENERAL STATISTICS.

	Avondale.	Ardmore.	Ambler.	Berwyn.	Bristol.	Chester.	Coatesville.	Conshohocken.
Date of establishment.	Aug. 1885.	Sept. 1885.	Sept. 1886.	Dec. 1885.	Sept. 1885.	Oct. 1879.	Jan. 1883.	Sept. 1883.
Estimated population of station.	500	1,500	500	500	7,000	20,000	3,000	5,000
Number of circuits carrying one subscriber.	10	8	3	9	13	147	16	30
Number of circuits carrying two subscribers.	3	.....	.....	1	.....	14	.....	.....
Number of circuits carrying over two subscribers.	.....	.....	.....	.....	.....	4	.....	.....
Total number of circuits.	13	8	3	10	13	165	17	30
Miles of wire on poles.	5	8	1	6	6	169	9	10
Miles of wire on buildings.	.....	.....	.....	.....	1	10	.....	2
Total miles of wire.	5	8	1	6	7	179	9	12
Number of branch offices.	.....	.....	.....	.....	.....	5	.....	.....
Number of trunk lines from central to branch office.	.....	.....	.....	.....	.....	3	.....	.....
Number of conversations between subscribers per month, estimated.	2,880	1,440	540	1,980	2,340	45,000	3,240	5,400
Number of operators employed in central office.	1	1	1	1	1	4	1	1
Total number of employees.	1	1	1	1	1	7	1	1
Style of central office system and apparatus.	W. E.	W. E.	W. E.	W. E.	Spl.	W. E.	Spl.	W. E.
Number of subscribers to exchange.	16	8	3	11	13	190	18	50
For telephone and transmitter per month, residence.	\$3 00	\$3 00	\$3 00	\$3 00	\$3 00	\$3 00	\$3 00	\$3 00
For telephone and transmitter, per month, business place.	4 00	4 00	4 33	4 00	4 00	5 50	4 50	4 00

GENERAL STATISTICS—CONTINUED.

	Concord.	Collegeville.	Darby.	Doylstown.	Downingtown.	Fernwood.	Kennett Square.	Lenni.	Lansdale.	Media.
Date of establishment,	July, '86.	Sept. '88.	Oct. '83.	May '85.	June '85.	June '85.	Apr., '85.	Jan., '83.	Mar., '84.	Nov., '81.
Estimated population of station,	500	1,000	2,000	2,000	2,000	800	1,500	400	1,600	2,500
Number of circuits carrying one subscriber,	6	3	12	32	7	9	10	10	12	46
Number of circuits carrying two subscribers,	1	2	4	4	1	1	1	1	2	6
Number of circuits carrying over two subscribers,	1	1	1	1	1	1	1	1	1	1
Total number of circuits,	7	5	12	36	7	9	11	10	14	53
Miles of wire on poles,	5	9	6	15	3	4	5	15	7	29
Miles of wire on buildings,	1	1	1	4	1	1	1	3	1	5
Total miles of wire,	5	9	6	19	4	4	5	18	7	34
Number of branch offices,	1	1	1	7	1	1	1	1	1	1
Number of trunk lines from central to branch office,	1	1	1	2	1	1	1	1	1	1
Number of conversations between subscribers per month, estimated,	1,440	1,620	2,169	7,200	1,200	1,620	2,160	1,800	2,880	10,980
Number of operators employed in central office,	1	1	1	1	1	1	1	1	1	1
Total number of employees,	1	1	1	1	1	1	1	1	1	1
Style of central office system and apparatus,	W. E.	W. E.	W. E.	W. E.	W. E.	W. E.	W. E.	Spl.	Spl.	W. E.
Number of subscribers to exchange,	8	9	12	40	7	9	12	10	16	61
For telephone and transmitter, per month, residence,	\$3 00	\$3 00	\$3 33	\$3 00	\$3 00	\$5 00	\$3 00	\$3 00	\$3 00	\$3 00
For telephone and transmitter, per month, business place,	4 00	4 00	4 33	4 33	4 00	8 33	4 00	5 50	4 33	4 17

GENERAL STATISTICS.—CONTINUED.

	Malvern.	Norristown.	Newtown.	Oxford.*	Ogontz.	Phoenixville.	Pottstown.	Parkerville.	Perkasie.	Parkesburgh.
Date of establishment.	Jan., '86.	Aug., '83.	Aug., '87.	Nov., '87.	Nov., '87.	Sept., '83.	Sept., '81.	May, '85.	Aug., '86.	Jan., '87.
Estimated population of station,	800	18,500	1,500	1,800	500	8,500	10,000	40	375	1,500
Number of circuits carrying one subscriber,	4	93	5	.....	11	22	59	5	3	3
Number of circuits carrying two subscribers,	2	1	2	.....	1	2	3	.....	.....	1
Number of circuits carrying over two subscribers,	6	.....	.....	.....	.....	.....	6	.....	.....	.....
Total number of circuits,	12	94	7	.....	12	24	68	5	3	4
Miles of wire on poles,	4	41	5	.....	5	8	48	2	4	2
Miles of wire on buildings, . . . . .	.....	7	.....	.....	.....	4	4	.....	.....	.....
Total miles of wire,	4	48	5	.....	5	12	52	2	4	2
Number of branch offices, . . . . .	.....	6	.....	.....	.....	.....	.....	.....	.....	.....
Number of trunk lines from central to branch office, . . . . .	.....	4	.....	.....	.....	.....	.....	.....	.....	.....
Number of conversations between subscribers per month, estimated, . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Number of operators employed in central office,	1,440	17,109	1,020	.....	2,340	4,680	15,300	900	540	900
Total number of employees,	1	1	1	.....	1	1	1	1	1	1
Style of central office system and apparatus,	W. E.	Wms.	W. E.	.....	W. E.	W. E.	Spl.	W. E.	W. E.	W. E.
Number of subscribers to exchange,	8	95	9	.....	13	25	85	5	3	5
For telephone and transmitter, per month, residence,	\$3 00	\$3 00	\$3 00	.....	\$6 25	\$3 00	\$3 33	\$3 00	\$3 33	\$3 00
For telephone and transmitter, per month, business place,	4 00	4 00	4 00	4 00	.....	4 00	4 17	4 00	4 33	4 00

* Exchange closed January 1, 1899.

GENERAL STATISTICS—CONTINUED

	Quakertown,	Spring City,	Sellersville,	Schwenksville,	Telford,	Unionville,	West Chester,	West Grove,	Whitford,	Wayne.
Date of establishment,	Sept., '86, 2,200	Jan., '85, 2,000	Aug., '86, 600	Sept., '88, 500	Sept., '86, 600	Jan., '86, 45	Nov., '83, 7,500	Sept., '85, 600	July, '85, 25	June, '85, 50
Estimated population of station,	3	14	8	8	7	1	163	3	2	2
Number of circuits carrying one subscriber,	1	1	1	1	2	1	3	2	1	1
Number of circuits carrying two subscribers,	1	1	1	1	1	1	1	1	1	1
Number of circuits carrying over two subscribers,	1	1	1	1	1	1	1	1	1	1
Total number of circuits,	5	14	8	8	10	1	166	5	3	4
Miles of wire on poles,	6	6	5	6	9	2	78	2½	2	3
Miles of wire on buildings,	1	1	1	1	1	1	1	1	1	1
Total miles of wire,	6	6	5	6	9	2	80	3½	2	3
Number of branch offices,	1	1	1	1	1	1	13	1	1	1
Number of trunk lines from central to branch office,	1	1	1	1	1	1	5	1	1	1
Number of conversations between subscribers per month,	1,440	2,520	1,440	1,440	2,520	720	40,500	1,260	720	1,800
Number of operators employed in central office,	1	1	1	1	1	1	3	1	1	1
Number of operators employed in branch office,	1	1	1	1	1	1	6	1	1	1
Style of central office system and apparatus,	W. E.	W. E.	W. E.	W. E.	W. E.	W. E.	W. E.	W. E.	W. E.	W. E.
Number of subscribers to exchange,	8	14	8	8	14	4	163	7	4	10
For telephone and transmitter, per month, residence,	\$3 33	\$3 00	\$3 33	\$3 00	\$3 33	\$3 00	\$3 00	\$3 00	\$3 00	\$3 00
For telephone and transmitter, per month, business place,	4 33	4 00	4 33	4 00	4 33	4 00	4 00	4 00	4 00	4 00

GENERAL BALANCE SHEET, 1888.

ASSETS.	
Construction,	\$79,981 82
LIABILITIES.	
Capital stock,	\$10,000 00
Due corporations,	16,646 81
Profit and loss,	53,335 01
	<u>\$79,981 82</u>
STOCK AND DIVIDENDS.	
Balance for the year, or surplus,	\$9,939 49
Surplus at commencement of the year,	43,395 52
Total surplus,	<u>\$53,335 01</u>
Construction,	<u>53,335 01</u>

LYKENS TELEGRAPH AND TELEPHONE COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
J. T. Robinson,	President,	Berrysburg, Pa.
P. B. Lyter,	Vice President,	Lykens, Pa.
I. T. Buffington,	Secretary,	Elizabethville, Pa.
Cyrus Romberger,	Treasurer,	Elizabethville, Pa.
H. H. Weaver,	General Manager,	Elizabethville, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. T. Robinson,	Berrysburg, Pa.	H. H. Weaver,	Elizabethville, Pa.
John W. Deibler,	Berrysburg, Pa.	I. T. Buffington,	Elizabethville, Pa.
P. B. Lyter,	Lykens, Pa.		

GENERAL INFORMATION.

Title of line: Experimental lines only.

By whom owned: Shareholders.

By whom operated: Shareholders.

The general offices of the company are located at Elizabethville, Pa.

Address correspondence relating to this report to H. H. Weaver, General Manager, Elizabethville, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000 00
Capital stock authorized by votes of company,	1,000 00
Capital stock subscribed,	1,000 00
Total amount now paid in,	300 00
Number of shares issued,	100
Amount paid in on each share,	3 00
Par value of each share,	10 00

COST OF LINE AND EQUIPMENT.

Total,	\$309 92
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CHARACTERISTICS OF LINE.

Length of main line, from Elizabethville to Berrysburg,	3½ miles.
Length of main line in Pennsylvania,	3½ miles.
Length of wire (entire line),	3½ miles.
Length of wire in Pennsylvania,	3½ miles.
Number of stations, entire line,	2
Number of stations in Pennsylvania,	2
Number of instruments in use (entire line), on experimental line,	2
Number of instruments in use in Pennsylvania,	2
Number of poles to the mile,	25

We are only experimenting on acoustic telephones at present.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under, rates for ten words,	20 cents.
Each additional word,	1 cent.

GENERAL BALANCE SHEET, 1888.

ASSETS.

Line complete,	\$309 92
Due us in ledger,	15 00
Cash in treasurer's hands,	17 01
Total,	\$341 93

LIABILITIES.

Capital stock,	\$300 00
Undivided surplus,	41 93
Total,	\$341 93

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	\$41 93
Surplus at commencement of the year,	41 93
Surplus invested as follows :	
Cash and loans,	26 93
Balance of accounts due company,	15 00

IMPORTANT CHANGES DURING THE YEAR.

We are experimenting on short lines which we intend to operate in the near future.

NATIONAL TELEGRAPH COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Thomas T. Eckert,	President,	New York.
John Van Horne,	Vice President,	New York.
Thomas F. Clark,	Secretary,	New York.
R. H. Rochester,	Treasurer,	New York.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Thomas T. Eckert, . . .	New York.	Thomas F. Clark, . . .	New York.
John Van Horne, . . .	New York.	Robert C. Clowry, . . .	Chicago.
Charles A. Tinker, . . .	New York.		

GENERAL INFORMATION.

Name of line: National Telegraph Company.

By whom owned: National.

By whom operated: National.

The general offices of the company are located at New York.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000 00
Capital stock authorized by votes of company,	1,000,000 00
Total amount now paid in, common,	1,000,000 00
Number of shares issued,	10,000
Amount paid in on each share,	100 00
Par value of each share,	100 00

CHARACTERISTICS OF LINE.

Length of main line from New York to Chicago,	949.16 miles.
Length of main line in Pennsylvania,	44.97 miles.
Length of wire (entire line),	16,273.40 miles.
Length of wire in Pennsylvania,	735.52 miles.
Number of stations in Pennsylvania,	7
Number of poles to the mile,	35

RECEIPTS.

Gross receipts in Pennsylvania, local business,	\$81 80
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NEW YORK AND PENNSYLVANIA TELEPHONE AND TELE-
GRAPH COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Charles F. Cutler,	President,	New York, N. Y.
H. L. Stock,	Vice President,	Auburn, N. Y.
Joel C. Clark,	Secretary and Treasurer, . .	Morristown, N. J.
W. N. Eastabrook,	General Manager,	Elmira, N. Y.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Charles F. Cutler, . . .	New York, N. Y.	D. B. Parker,	New York, N. Y.
Joel C. Clark,	Morristown, N. J.	John E. Hudson,	Boston, Mass.
H. L. Stock,	Auburn, N. Y.	C. A. Nichols,	Springfield, Mass.
W. N. Eastabrook, . . .	Elmira, N. Y.		

Date of annual meeting for election of directors, first Wednesday in March.

GENERAL INFORMATION.

The general offices of the company are located at 18 Courtlandt street, New York, N. Y.

Address correspondence relating to this report to Joel C. Clark, Secretary.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000 00
Capital stock authorized by votes of company,	1,000,000 00
Capital stock subscribed,	1,000,000 00
Amount now paid in: Full paid.	
Number of shares issued,	10,000
Amount paid in on each share,	100 00
Par value of each share,	100 00

GENERAL STATISTICS.

	Bradford.	Corry.	Erie.	Towanda.	Troy.	Warren.	Westfield.	Montrose.
Date of establishment,	1880	1879	1879	1882	1882	1880	1883	1885
Estimated population of station,	21,000	5,277	27,737	3,814	1,214	4,000	579	1,722
Number of circuits carrying one subscriber,	132	18	310	49	6	62	2	1
Number of circuits carrying two subscribers,	48	8	39	4	..	15	1	..
Number of circuits carrying over two subscribers,	17	2	13	2	..	5	..	..
Total number of circuits,	197	28	362	55	6	82	3	1
Miles of wire on poles,	254	36	313	25½	5½	154	8	..
Miles of wire on buildings,	6	2	4	..	..	..	..	..
Total miles of wire,	260	38	317	25½	5½	154	8	..
Number of branch offices,	1	..	..	..	1	..	..	..
Number of trunk lines from central to branch office,	2	..	..	..	2	..	..	..
Number of operators employed in central office,	5	2	7	2	2	3	1	1
Total number of employees,	9	3	13	2	2	5	1	1
Style of central office system and apparatus,	Gill'd and W. E.	Gilland.	W. E.	W. E.	W. E. Gilland.	W. E.	W. E.	W. E.
Number of subscribers to exchange,	256	40	433	61	6	108	4	1
For telephone and transmitter, per month, residence,	\$4 17	\$3 00	\$3 50 to \$4 50	\$3 00	\$2 00	\$3 00	\$3 00	\$2 00
For telephone and transmitter, per month, business place,	\$5 00	\$4 00	\$4 50 to \$7 00	\$3 50	\$3 00	\$4 00 to \$5 00	\$4 00	\$2 50

GENERAL BALANCE SHEET, 1888.

ASSETS.

Trustee stock,	\$461,700 00
Property account,	543,810 00
License account,	175,000 00
Construction,	191,930 21
Material on hand,	4,368 14
Cash,	3,671 19
Accounts receivable,	13,028 72
	<u>\$1,393,508 26</u>

LIABILITIES.

Capital stock,	\$1,000,000 00
Surplus,	39,201 64
Sinking fund,	325,000 00
Toll, line receipts unearned,	2,306 20
Exchange and private line advance rentals,	1,901 46
Accounts payable,	16,743 86
Profit and loss,	8,355 10
	<u>\$1,393,508 26</u>

STOCK AND DIVIDENDS.

Amount paid in dividends, cash,	\$34,302 00
Balance for the year, or surplus,	8,355 10
Surplus at commencement of the year,	49,155 09
Total surplus,	<u>47,556 74</u>

PACIFIC AND ATLANTIC TELEGRAPH COMPANY.

FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Norvin Green.	President,	New York.
Charles A. Tinker,	Vice President,	New York.
R. H. Rochester,	Secretary and Treasurer, . . .	New York.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Norvin Green, . . .	New York.	R. H. Rochester, . . .	New York.
Thomas T. Eckert, . . .	New York.	W. B. Gill,	Philadelphia.
James Merrihew, . . .	New York.	Henry Bently,	Philadelphia.
Chas. A. Tinker,	New York.		

GENERAL INFORMATION.

Name of line: Pacific and Atlantic Telegraph Company.

By whom owned: Pacific and Atlantic Telegraph Company.

By whom operated: Western Union Telegraph Company.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Leased January 1, 1874.

CAPITAL STOCK.

Capital stock authorized by law.	\$2,000,000 00
Total amount now paid in, common,	2,000,000 00
Par value of each share,	25 00

PENNSYLVANIA TELEPHONE COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Francis Jordan,	President,	Harrisburg, Pa.
A. R. Shellenberger,	Vice President,	Harrisburg, Pa.
Martin H. Buchler,	Secretary and Treasurer,	Harrisburg, Pa.
J. B. Ker,	General Manager,	Harrisburg, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Francis Jordan,	Harrisburg, Pa.	Wm. H. Beck,	Washington, D. C.
A. E. Shellenberger,	Harrisburg, Pa.	H. S. Huidekoper,	Philadelphia, Pa.
Michael Schall,	York, Pa.	C. Jay French,	Boston, Mass.
Chas. Jas. Bell,	Washington, D. C.		

Date of annual meeting for election of directors, third Wednesday of each January.

GENERAL STATISTICS.

	Harrisburg.	Carlisle.	Waynesboro'.	Lancaster.	York.	Reading.	Pottsville.
Date of establishment.	Jan. 20, 1880.	July, 1882.	Dec., 1884.	1879.	1878.	Oct., 1879.	June, 1880.
Estimated population of station.	42,000	8,000	4,000	30,000	21,000	61,647	13,253
Number of circuits carrying one subscriber.	95	27	2	125	57	168	26
Number of circuits carrying two subscribers.	62	10	1	81	22	129	25
Number of circuits carrying over two subscribers.	20	2	1	24	8	26	24
Total number of circuits.	178	39	3	230	87	323	75
Miles of wire on poles.	190½	56	8	457½	169½	721½	289½
Miles of wire on buildings.	20	2½	.....	2	10	.....	.....
Total miles of wire.	210½	58½	8	459½	179½	721½	289½
Number of branch offices.	2	.....	.....	2	.....	1	3
Number of trunk lines from central to branch office.	4	.....	.....	4	.....	1	3
Number of conversations between subscribers per month, estimated.	34,862	6,760	500	34,324	12,565	68,716	20,850
Number of operators employed in central office.	5	1	1	5	3	7	2
Total number of employees.	10	2	1	13	4	13	7
Style of central office system and apparatus.	Chas. Williams, Jr.	Chas. Williams, Jr.	Plug switch.	Chas. Williams, Jr.	Chas. Williams, Jr.	Improved Western Elec.	Gilliland.
Number of subscribers to exchange.	293	54	5	367	133	535	165
For telephone and transmitter, per month, residence.	\$3 33½	\$3 33½	\$3 33½	\$3 33½	\$3 33½	\$3 33½	\$3 33½
For telephone and transmitter, per month, business place.	4 00 and 4 16½	4 00	4 16½	4 00	4 00	4 16½	4 16½

	Lebanon.	Allentown.	Mauch Chunk.	Easton.	Hackettstown.	Lambertville.
Date of establishment,	July, 1880.	1880.	1881.	1880.	1884.	1880.
Estimated population of station,	18,000	27,000	7,000	18,052	3,600	6,900
Number of circuits carrying one subscriber,	18	114	22	129	25	13
Number of circuits carrying two subscribers,	16	89	5	50	5	2
Number of circuits carrying over two subscribers,	5	38	1	2	2	2
Total number of circuits	39	241	28	161	32	17
Miles of wire on poles,	112½	349	46	200	60½	22½
Miles of wire on buildings, . . . . .	.....	6	1½	1	.....	.....
Total miles of wire,	112½	355	47½	201	60½	22½
Number of branch offices, . . . . .	.....	2	.....	3	1	1
Number of trunk lines from central to branch office, . . . . .	.....	4	.....	3	1	1
Number of conversations between subscribers per month, estimated,	9,963	43,189	3,945	16,518	2,643	955
Number of operators employed in central office,	2	4	2	3	1	1
Total number of employees,	3	10	3	9	2	2
Style of central office system and apparatus,	Chas. Williams, Jr.	Chas. Williams, Jr.	Chas. Williams, Jr.	Chas. Williams, Jr.	Chas. Williams, Jr.	Chas. Williams, Jr.
Number of subscribers to exchange,	71	413	37	197	41	23
For telephone and transmitter, per month, residence,	\$3 33½	\$3 33½	\$3 33½	\$3 33½	\$3 33½	\$4 00
For telephone and transmitter, per month, business place,	4 16½	4 16½	4 16½	4 16½	4 16½	5 00

GENERAL BALANCE SHEET, 1888.

ASSETS.

Plant,	\$483,054 32
Perpetual franchise from American Bell Telephone Company, . . .	262,200 00
Material on hand at head office and branches,	8,141 99
Rental outstanding,	4,390 03
Sundry debtors,	1,444 56
Cash on hand and in bank,	13,720 69
	<u>\$772,951 59</u>

LIABILITIES.

Capital stock,	\$749,200 00
Sundry creditors,	11,216 72
Unearned rentals,	952 10
Dividend declared and unpaid,	8,365 00
Undivided profit,	2,217 77
	<u>\$772,951 59</u>

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year; January 10, 1888, quarterly, $1\frac{1}{4}$ per cent.; April 10, 1888, quarterly, $1\frac{1}{4}$ per cent.; July 10, 1888, quarterly, $1\frac{1}{4}$ per cent.; October 10, 1888, quarterly, $1\frac{1}{4}$ per cent.

Amount paid in dividends, cash,	<u>\$37,460 00</u>
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PHILADELPHIA LOCAL TELEGRAPH COMPANY.

REPORT FOR THE YEAR ENDING MARCH 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Henry Bentley,	President,	Philadelphia.
Wm. B. Gill,	Vice President and General Manager, . .	Philadelphia.
Wm. P. Wheatland,	Secretary, Treasurer and General Super- intendent,	Phiadelphia.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Henry Bentley,	Philadelphia.	James Merrihew,	New York.
W. P. Wheatland,	Philadelphia.	Chas. A. Tinker,	New York.
Joseph W. Kates,	Philadelphia.	Thos. T. Eckert,	New York.
Wm. B. Gill,	Philadelphia.	Jno. Van Horne,	New York.

Date of annual meeting for election of directors, third Tuesday in May.

GENERAL INFORMATION.

Name of line: The Philadelphia Local Telegraph Company.
By whom owned: The Philadelphia Local Telegraph Company.
By whom operated: The Philadelphia Local Telegraph Company.
The general offices of the company are located at 107 South Third street, Philadelphia.
Address correspondence relating to this report to W. P. Wheatland, Secretary and Treasurer, 107 South Third street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated by act of the Legislature of Pennsylvania, approved May 10, A. D. 1871, under the title of "The Printing Machine Telegraph Company." The first section of said act of incorporation sets forth and recites, among other things, as follows: "That the corporation, upon the filing of a certificate in the office of the Secretary of the Commonwealth, may change the name of said corporation." At a meeting of the board of directors of The Printing Machine Telegraph Company, held in the city of Philadelphia, on April 26, 1872, a resolution was offered and unanimously adopted by the board, changing the name of said corporation to that of "The Philadelphia Local Telegraph Company," and authorizing a certificate to that effect to be deposited and filed in the office of the Secretary of the Commonwealth, which was done April 30, 1872. Branch offices are established throughout the city of Philadelphia, and were connected with the main office by the construction of telegraph lines at this time, which, with trifling extensions, have been maintained up to the present time. The company furnishes quotation service to brokers and others, furnishes time service, and maintains private lines.

CAPITAL STOCK.

Capital stock authorized by law,	\$25,000 00
Capital stock authorized by votes of company,	400,000 00
Total amount now paid in, common,	400,000 00
Number of shares issued, 16,000	
Amount paid in on each share,	25 00
Par value of each share,	25 00

CCST OF LINE AND EQUIPMENT.

Cost of lines, property, rights, patents, etc.,	\$400,000 00
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CHARACTERISTICS OF ROAD.

All local lines, extending from one part of city to the other,	142 miles.
Number of stations, entire line,	60
Number of stations in Pennsylvania,	60
Number of instruments in use (entire line),	280
Number of instruments in use in Pennsylvania,	280
Number of poles to the mile, about,	40
Number of persons employed in operating and maintaining the line:	
Male, 63; female, 30; total,	93
Number of persons employed in operating and maintaining the line	
in Pennsylvania: Males, 63; females, 30; total,	93
Number of messages sent during the year, entire line,	400,000
Number of messages sent during the year in Pennsylvania,	400,000
Number of messages received, entire line,	420,000
Number of messages received in Pennsylvania,	420,000

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

No wire of a greater length than eight miles.

EXPENSES.

Gross expenses of entire line,	\$49,671 32
Gross expenses in Pennsylvania,	49,671 32

RECEIPTS.

Gross receipts of entire line,	\$55,784 00
Gross receipts in Pennsylvania,	55,784 00

SUMMARY OF PAYMENTS.

Purchase of telegraph property,	\$138 85
Dividends,	16,000 00
Miscellaneous,	20,918 58
Taxes,	5,984 82
Surplus fund,	6,629 07
Total,	\$49,671 32
Total amount of surplus fund,	\$114,579 44

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction, equipment, plant, etc.,	\$336,339 44
Amount invested in stock of other companies,	178,240 00
Accounts due and unpaid,	159 52
Cash balance,	6,469 55
	\$521,208 51

LIABILITIES.

Capital stock,	\$400,000 00
Construction, equipment, purchase of new property, etc.,	114,579 44
Profit and loss, undivided dividend and balance,	6,629 07
	\$521,208 51

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: June 30, 1887, 1½ per cent.; September 30, 1887, 1 per cent.; December 31, 1887, 1½ per cent.; March 31, 1888, 1¼ per cent.

Amount paid in dividends, cash,	\$21,000 00
Balance for the year, or surplus,	1,629 07
Surplus at commencement of the year,	2,940 68
Total surplus,	1,629 07
Cash,	1,469 55
Accounts due company,	159 52

IMPORTANT CHANGES DURING THE YEAR.

Extension of one twenty-wire cable from Third and Chestnut to Fifth and Chestnut streets, two squares.

PHILADELPHIA, READING AND POTTSVILLE TELEGRAPH COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Austin Corbin,	President,	Philadelphia, Pa.
A. A. McLeod,	Vice President,	Philadelphia, Pa.
Howard Hancock,	Secretary,	Philadelphia, Pa.
John Welch,	Treasurer,	Philadelphia, Pa.
E. R. Adams,	General Superintendent, . .	Reading, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
George deB. Keim, . . .	Philadelphia, Pa.	A. A. McLeod,	Philadelphia, Pa.
S. A. Caldwell,	Philadelphia, Pa.	A. J. Antelo,	Philadelphia, Pa.

Date for annual election of directors, last Tuesday in June.

GENERAL INFORMATION.

Name of line: Philadelphia, Reading and Pottsville Telegraph Company.

By whom owned: The stockholders.

By whom operated: The company.

The general offices of the company are located at 227 South Fourth street, Philadelphia.

Address correspondence relating to this report to John Welch, Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter March 15, 1847.

CAPITAL STOCK.

Capital stock authorized by law,	\$50,000 00
Capital stock subscribed,	20,000 00
Total amount now paid in, common,	20,000 00
Number of shares issued,	400
Amount paid in on each share,	50 00
Par value of each share,	50 00

DEBT.

FUNDED DEBT.

Debenture bonds (due December 1, 1917; bear interest at 6 per cent., which is payable June and December), amount,	\$200,000 00
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COST OF LINE AND EQUIPMENT.

Construction,	\$202,690 84
Equipment,	57,792 85
Total,	\$260,483 69

CHARACTERISTICS OF LINE.

Length of main line from Philadelphia to Pottsville,	101 miles.
Length of main line in Pennsylvania,	943 $\frac{2}{3}$ miles.
Length of submarine cables (entire line),	500 feet.
Length of submarine cables in Pennsylvania,	500 feet.
Length of wire (entire line),	3,521 $\frac{1}{2}$ miles.
Length of wire in Pennsylvania,	3,521 $\frac{1}{2}$ miles.
Number of stations, entire line,	407
Number of stations in Pennsylvania,	407
Number of instruments in use (entire line),	816
Number of instruments in use in Pennsylvania,	816
Number of poles to the mile,	31 to 37
Number of persons employed in operating and maintaining the line, male, 683; female, 13; total,	696
Number of persons employed in operating and maintaining the line in Pennsylvania, male, 683; female, 13; total,	696
Number of messages sent during the year (entire line),	417,585
Number of messages sent during the year in Pennsylvania,	417,585
Number of messages received (entire line),	417,585
Number of messages received in Pennsylvania,	417,585

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	RATES FOR TEN WORDS.	EACH ADDITIONAL WORD.
For one hundred miles or under,	15, 20 and 25 cts.	1 and 2 cts.
For one hundred miles and under two hundred miles,	25 cts.	2 cts.
For two hundred miles and under three hundred miles,	25 cts.	2 cts.

EXPENSES.

Gross expenses of entire line,	\$79,614 66
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RECEIPTS.

Gross receipts of entire line,	\$99,981 43
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SUMMARY OF PAYMENTS.

Construction of new lines,	6,424 21
Maintenance and repairs,	13,010 96
Salaries,	57,338 10
Interest,	12,000 00
Dividends,	5,000 00
Miscellaneous, office expenses and stationery,	5,856 02
Taxes, city and State,	3,409 58
Total,	\$103,038 87

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction,	\$202,690 84
Equipment,	57,792 85
Material,	1,182 35
Cash,	7,596 73
Sundry debts,	38,594 85
	\$307,857 62

GENERAL BALANCE SHEET, 1888—CONTINUED.

LIABILITIES.

Capital stock,	\$20,000 00
Debenture bonds,	200,000 00
Sundry dividends uncollected,	225 00
Dividend of November 30, 1888,	5,000 00
Coupons due December 1, 1888,	6,000 00
Sundry credits,	27,889 73
Profit and loss,	48,742 89
	<u>\$307,857 62</u>

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year : Dividend of November 30, 1888, 25 per cent.	
Amount paid in dividends, cash,	<u>\$5,000 00</u>

POSTAL TELEGRAPH COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
Henry Rosener.	President.	New York city.
Edward C. Platt,	Vice President,	New York city.
C. C. Adams,	Secretary,	Philadelphia.
George R. Williamson.	Treasurer,	New York city.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Henry Rosener,	New York city.	George W. Dunn.	Philadelphia.
Edward C. Platt,	New York city.	Wm. McMullen.	Philadelphia.
Charles C. Adams,	Philadelphia.		

CAPITAL STOCK.

Capital stock authorized by law,	\$50,000 00
Capital stock authorized by votes of company,	50,000 00
Par value of each share,	100,000 00

CHARACTERISTICS OF LINE.

Length of main line, from Corry to Greenville,	198 miles.
Loop, Erie to Waterford,	13½ miles.
Length of main line in Pennsylvania,	198 miles.
Loop,	13½ miles.
Length of wire (entire line),	1,846 miles.
Length of wire in Pennsylvania,	1,846 miles.
Number of stations, entire line,	11
Number of stations in Pennsylvania,	11
Number of poles to the mile,	35
Number of persons employed in operating and maintaining the line,	12
Number of persons employed in operating and maintaining the line in Pennsylvania,	12

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words,	25 cents.
Each additional word,	2 cents.

RECEIPTS.

Gross receipts of entire line, and others estimated,	\$2,000 00
Gross receipts in Pennsylvania and others estimated,	2,000 00

GENERAL BALANCE SHEET, 1888.

LIABILITIES.

Capital stock,	\$50,000 00
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POSTAL TELEGRAPH AND CABLE COMPANY, No. 1.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Henry Rosener,	President,	New York City.
Edward C. Platt,	Vice-President,	New York City.
C. C. Adams,	Secretary,	Philadelphia, Pa.
George R. Williamson,	Treasurer,	New York City.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Henry Rosener,	New York City.	George W. Dunn,	Philadelphia.
Edward C. Platt,	New York City.	William McMullen,	Philadelphia.
Charles C. Adams,	Philadelphia.		

CAPITAL STOCK.

Amount authorized by law,	\$20,000 00
Amount subscribed,	20,000 00
Par value of each share,	100 00

CHARACTERISTICS OF LINE.

Length of main line from Bull's Island to McCall's,	138 $\frac{3}{4}$ miles.
Length of main line in Pennsylvania,	138 $\frac{3}{4}$ miles.
Length of wire, (entire line),	725 miles.
Length of wire in Pennsylvania,	725 miles.
Number of stations, entire line,	4
Number of stations in Pennsylvania,	4
Number of poles to the mile,	35
Number of persons employed in operating and maintaining the line,	18
Number of persons employed in operating and maintaining the line	
in Pennsylvania,	18

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words,	25 cents.
Each additional word,	2 cents.

RECEIPTS.

Gross receipts of entire line, this line estimated,	\$200 00
Gross receipts in Pennsylvania, this line estimated,	200 00

GENERAL BALANCE SHEET, 1888.

LIABILITIES.

Capital stock,	\$20,000 00
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POSTAL TELEGRAPH AND CABLE COMPANY, NO. 2.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Henry Rosener,	President,	New York city.
Edward C. Platt,	Vice President,	New York city.
Charles C. Adams,	Secretary,	Philadelphia.
Geo. R. Williamson,	Treasurer,	New York city.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Henry Rosener,	New York city.	Geo. W. Dunn,	Philadelphia.
Edward C. Platt,	New York city.	Wm. McMullen,	Philadeiphia..
Charles C. Adams,	Philadelphia.		

CAPITAL STOCK.

Capital stock authorized by law,	\$20,000 00
Capital stock authorized by votes of company,	20,000 00
Par value of each share,	100 00

CHARACTERISTICS OF LINE.

Length of main line, from Bradford to Pittsburgh,	170½ miles.
Length of main line in Pennsylvania,	170½ miles.
Length of wire (entire line),	737 miles.
Length of wire in Pennsylvania,	737 miles.
Number of stations in Pennsylvania,	10
Number of poles to the mile,	35
Number of persons employed in operating and maintaining the line,	51
Number of persons employed in operating and maintaining the line in Pennsylvania,	51

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words,	25 cents.
Each additional word,	2 cents.

RECEIPTS.

Gross receipts of entire line (estimated this line),	\$20,000 00
Gross receipts in Pennsylvania (estimated this line),	20,000 00

GENERAL BALANCE SHEET, 1888.

LIABILITIES.

Capital stock,	\$20,000 00
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POSTAL TELEGRAPH AND CABLE COMPANY, NO. 3.

FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Henry Rosener,	President,	New York city.
Edward C. Platt,	Vice President,	New York city.
Chas. C. Adams,	Secretary,	Philadelphia.
George R. Williamson,	Treasurer,	New York city.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Henry Rosener,	New York city.	George W. Dunn,	Philadelphia.
Edward C. Platt,	New York city.	Wm. McMullen,	Philadelphia.
Chas. C. Adams,	Philadelphia.		

CAPITAL STOCK.

Capital stock authorized by law,	\$5,000 00
Capital stock authorized by votes of company,	5,000 00
Par value of each share,	10 00

CHARACTERISTICS OF LINE.

Length of main line from Carbondale to Wilkes-Barre,	38 miles.
Length of main line in Pennsylvania,	38 miles.
Length of wire (entire line),	308 miles.
Length of wire in Pennsylvania,	308 miles.
Number of stations, entire line,	4
Number of stations in Pennsylvania,	4
Number of poles to the mile,	35
Number of persons employed in operating and maintaining the line,	7
Number of persons employed in operating and maintaining the line in Pennsylvania,	7

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words,	25 cents.
Each additional words,	2 cents.

RECEIPTS.

Gross receipts of entire line, estimated,	\$2,700 00
Gross receipts in Pennsylvania, estimated,	2,700 00

GENERAL BALANCE SHEET, 1888.

LIABILITIES.

Capital stock,	\$5,000 00
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ROCKHILL TELEGRAPH COMPANY.

REPORT FOR THE YEAR ENDING NOVEMBER 30, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
William A. Ingham,	President,	Philadelphia.
W. B. Jacobs,	Secretary and Treasurer,	Philadelphia.
A. W. Sims,	General Manager and Gen. Supt.,	Rockhill Furnace.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
William A. Ingham, . .	Philadelphia.	George B. Markle,* . .	Philadelphia.
Airo Pardec,	Hazleton, Pa.	Percival Roberts,	Philadelphia.
Edward Roberts, Jr., . .	Philadelphia.		

* Deceased, August 18, 1888.

GENERAL INFORMATION.

Name of line : Rockhill.

By whom owned : Rockhill Telegraph Company.

By whom operated : East Broad Top Railroad and Coal Company.

The general offices of the company are located at 320 Walnut street, Philadelphia.

Address correspondence relating to this report to W. B. Jacobs, Secretary and Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated by letters-patent, dated November 2, 1874. Organized on November 27, 1874.

CAPITAL STOCK.

Capital stock authorized by law,	\$3,000 00
Capital stock subscribed,	3,000 00
Total amount now paid in, common,	300 00
Amount paid in on each share,	5 00
Par value of each share,	50 00

DEBT.

UNFUNDED DEBT.

Unfunded debt, incurred for construction, equipment or purchase of property,	\$4,220 13
Total cash realized from capital stock and debt,	4,520 13

COST OF LINE AND EQUIPMENT.

Construction and equipment,	\$4,220 13
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CHARACTERISTICS OF LINE.

Length of main line from Mount Union to Robertsdale,	30 miles.
Length of main line in Pennsylvania,	30 miles.
Length of wire (entire line),	30 miles.
Length of wire in Pennsylvania,	30 miles.

CHARACTERISTICS OF LINE—CONTINUED.

Number of stations, entire line,	6
Number of stations in Pennsylvania,	6
Number of instruments in use (entire line),	6
Number of instruments in use in Pennsylvania,	6
Number of poles to the mile,	33
Number of persons employed in operating and maintaining the line, male,	6
Number of persons employed in operating and maintaining the line in Pennsylvania, male,	6
Number of messages sent during the year (entire line),	660
Number of messages sent during the year in Pennsylvania,	660
Number of messages received (entire line),	660
Number of messages received in Pennsylvania,	660

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under, rates for ten words,	25 cents.
For each additional word,	2 cents.

EXPENSES.

Gross expenses of entire line paid by East Broad Top Railroad and Coal Company, lessee, and included in their report.

RECEIPTS.

Gross receipts of entire line received by East Broad Top Railroad and Coal Company, lessee, and included in their report.

GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction and equipment,	\$4,220 13
Cash in bank,	390 65
	<u>\$4,610 78</u>

LIABILITIES.

Capital stock,	\$300 00
Unfunded debt,	4,220 13
Surplus,	90 65
	<u>\$4,610 78</u>

ROYAL TELEPHONE AND TELEGRAPH COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICERS.	RESIDENCES.
W P Logan,	President,	Philadelphia, Pa.
William McLaughlin,	Secretary and Treasurer,	Philadelphia, Pa.
John F. Moyers,	General Manager and General Superintendent,	Steubenville, Ohio.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCE.
W. P. Logan,	Philadelphia, Pa.	Charles W. Campbell,	Washington, Pa.
John W. Donnan,	Washington, Pa.	John F. Moyers,	Steubenville, Ohio.
Alvan Donnan,	Washington, Pa.		

GENERAL INFORMATION.

Name of line : Royal Telephone and Telegraph Company.
By whom owned : Royal Gas Company.
By whom operated : Royal Gas Company.
The general offices of the company are located at Washington, Pa.
Address correspondence relating to this report, to Royal Gas Company, 319 Walnut street, Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$10,000 00
Total amount now paid in, common,	1,000 00
Amount paid in on each share,	5 00
Par value of each share,	50 00

COST OF LINE AND EQUIPMENT.

Construction,	\$1,000 00
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CHARACTERISTICS OF LINE.

Length of main line from Hickory, Pa., to State Line,	12 miles.
Length of main line in Pennsylvania,	12 miles.
Length of wire (entire line),	20 miles,
Length of wire of Pennsylvania,	12 miles,
Number of stations, entire line,	3
Number of stations in Pennsylvania,	1
Number of instruments in use (entire line),	3
Number of instruments in use in Pennsylvania,	1
Number of poles to the mile,	28
Number of persons employed in operating and maintaining the line, male,	2
Number of persons employed in operating and maintaining the line in Pennsylvania,	1

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

No rates; line being maintained and used by Royal Gas Company solely.

EXPENSES.

Borne by Royal Gas Company as part of this company's operating expense.

GENERAL BALANCE SHEET, 1888.

ASSETS.

Appropriation towards construction,	\$1,000 00
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LIABILITIES.

Liability to Royal Gas Company,	\$1,000 00
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TIOGA AND MORRIS RUN TELEGRAPH COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
W. F. Nearing,	President,	Morris Run, Pa.
G. R. Brown,	Secretary,	Corning, N. Y.
G. R. Brown,	Treasurer,	Corning, N. Y.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
W. F. Nearing,	Morris Run, Pa.	A. J. Owen,	Fall Brook, Pa.
A. Hardt,	Wellsboro', Pa.	A. H. Gorton,	Corning, N. Y.
G. R. Brown,	Corning, N. Y.		

GENERAL INFORMATION.

Name of line : Tioga and Morris Run Telegraph Company.
By whom owned: Fall Brook Coal Company.
By whom operated : Fall Brook Coal Company.
The general offices of the company are located at Corning, N. Y.
Address correspondence relating to this report to G. R. Brown, Secretary, Corning, N. Y.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,500 00
Capital stock authorized by votes of company,	2,500 00
Capital stock subscribed,	2,500 00
Total amount now paid in,	1,700 00
Number of shares issued, 50	
Amount paid in on each share,	34 00
Par value of each share,	50 00

COST OF LINE AND EQUIPMENT.

Construction and equipment,	\$1,700 00
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CHARACTERISTICS OF LINE.

Length of main line, from Tioga, Pa., to Morris Run, Pa.,	28 miles.
Length of main line in Pennsylvania,	28 miles.
Length of wire (entire line),	28 miles.
Length of wire in Pennsylvania,	28 miles.
Number of stations in Pennsylvania,	5
Number of instruments in use (entire line),	5
Number of instruments in use in Pennsylvania,	5
Number of poles to the mile,	32
Number of persons employed in operating and maintaining the line, male,	5
Number of persons employed in operating and maintaining the line in Pennsylvania, male,	5

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Private line to coal mines, for which we receive a stipulated amount.

EXPENSES.

Gross expenses of entire line in Pennsylvania,	\$893 55
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RECEIPTS.

Gross receipts of entire line in Pennsylvania,	\$893 55
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WESTERN UNION TELEGRAPH COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
Norvin Green,	President,	New York.
Thomas T. Eckert,	Vice President,	New York.
John Van Horne,	Vice President,	New York.
George J. Gould,	Vice President,	New York.
R. C. Clowry,	Vice President,	Chicago.
A. R. Brewer,	Secretary,	New York.
R. H. Rochester,	Treasurer,	New York.
Thomas T. Eckert,	General Manager,	New York.
R. C. Clowry,	General Superintendent,	Chicago.
Charles A. Tinker,	General Superintendent,	New York.
James Merrihew,	General Superintendent,	New York.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Norvin Green,	New York.	Charles Lanier,	New York.
Thomas T. Eckert,	New York.	Austin Corbin,	New York.
John T. Terry,	New York.	J. Pierpont Morgan,	New York.
John Van Horne,	New York.	Frederick L. Ames,	Boston.
Jay Gould,	New York.	John Hay,	Washington.
Russell Sage,	New York.	William D. Bishop,	Bridgeport.
Alonzo B. Cornell,	New York.	C. P. Huntington,	New York.
Sidney Dillon,	New York.	George B. Roberts,	Philadelphia.
George J. Gould,	New York.	Sidney Shepard,	New Haven, N. Y.
Samuel Sloan,	New York.	Erastus Wyman,	New York.
Cyrus W. Field,	New York.	John J. Astor,	New York.
Edwin Gould,	New York.	Chauncey M. Depew,	New York.
Percy R. Pyne,	New York.	James W. Clendenin,	New York.
Henry Weaver,	London.	John G. Moore,	New York.
R. C. Clowry,	Chicago.	Henry M. Flagler,	New York.

GENERAL INFORMATION.

Name of line : Western Union Telegraph Company.
By whom owned : Western Union Telegraph Company.
By whom operated : Western Union Telegraph Company.
The general offices of the company are located at New York.
Address correspondence relating to this report to Brown & Wells, 195 Broad-
way, New York.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

April 1, 1851; the Mississippi Valley Printing Telegraph Company; name changed
to the Western Union Telegraph Company by act passed April 4, 1856.

CAPITAL STOCK.

Capital stock authorized by law,	\$86,200,000 00
Total amount now paid in, common,	86,199,852 06
Number of shares issued,	861,998
Par value of each share,	100 00

DEBT.

FUNDED DEBT.

Bonds (due March 1, 1900 ; bear interest at 6 per cent., which is payable March 1 and September 1), amount,	\$871,398 00
Bonds (due May 1, 1900 ; bear interest at 7 per cent., which is payable May 1 and November 1), amount,	4,920,000 00
Bonds (due May 1, 1902 ; bear interest at 7 per cent., which is payable May 1 and November 1), amount,	1,322,000 00
Bonds (due January 3, 1938 ; bear interest at 5 per cent., which is payable January and July), amount,	5,299,000 00
Total amount of funded debt,	<u>\$12,412,398 00</u>
Funded debt as per last report,	<u>\$7,126,118 00</u>

CHARACTERISTICS OF LINE.

Length of main line,	170,288 miles.
Length of main line in Pennsylvania,	9,596 miles.
Length of submarine cables (entire line),	6,954 miles.
Length of submarine cables in Pennsylvania,	3 miles.
Length of wire (entire line),	614,324 miles.
Length of wire in Pennsylvania,	48,691 miles.
Number of stations, entire line,	17,242
Number of stations in Pennsylvania,	1,490
Number of poles to the mile,	30
Number of persons employed in operating and maintaining the line,	28,340
Number of persons employed in operating and maintaining the line in Pennsylvania,	2,278
Number of messages sent during the year (entire line),	51,463,955
Value of real estate owned by the company, exclusive of line,	\$2,903,983 41
Value of real estate owned by the company in Pennsylvania,	<u>31,016 67</u>

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	RATE FOR TEN WORDS.	EACH ADDITIONAL WORD.
For one hundred miles or under,	15 to 25 cents.	1 to 2 cents.
For one hundred miles and under two hundred miles,		
For two hundred miles and under three hundred miles,		
For three hundred miles and under four hundred miles,		
For four hundred miles and under five hundred miles,		

EXPENSES.

Gross expenses of entire line,	<u>\$14,564,901 38</u>
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RECEIPTS.

Gross receipts of entire line,	<u>\$20,416,535 86</u>
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SUMMARY OF PAYMENTS.

Interest,	\$622,092 30
Dividends,	4,309,476 63
Taxes, \$350,319.37, included in expenses above.	
Surplus fund,	920,065 55
Total,	<u>\$5,851,634 48</u>
Total amount of surplus fund,	<u>\$9,331,006 65</u>

GENERAL BALANCE SHEET, 1888.

ASSETS.

Telegraph lines, stocks in other telegraph companies merged in Western Union system, franchises, patents, etc.,	\$93,599,934 29
Stocks in telegraph and telephone companies, and other securities, .	14,069,486 99
Real estate,	2,903,983 41
Supplies and material on hand not issued,	438,214 46
Cash on hand or in hands of agents,	1,101,609 18
Sundry accounts receivable,	1,869,538 66
Sinking funds in hands of trustees,	249,394 04
	<u>\$114,232,161 03</u>

LIABILITIES.

Capital stock,	\$86,199,852 06
Funded debt,	12,412,398 00
Sundry accounts payable,	4,024,704 32
Stocks held through Gold and Stock Telegraph Company until 1981 without interest,	2,264,200 00
Surplus of income,	9,331,006 65
	<u>\$114,232,161 03</u>

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year :

Payable April 16, 1888, for quarter ending March 31, 1888, 1¼ per cent.,	\$1,077,357 66
Payable July 16, 1888, for quarter ending June 30, 1888, 1¼ per cent.,	1,077,366 05
Payable October 15, 1888, for quarter ending September 30, 1888, 1¼ per cent.,	1,077,376 89
Payable January 15, 1889, for quarter ending December 31, 1888, 1¼ per cent.,	1,077,376 03
	<u>\$4,309,476 63</u>

Amount paid in dividends,	\$4,309,476 63
Paid to sinking fund,	17,595 90
Balance for the year, or surplus,	920,065 55
Surplus at commencement of the year,	8,410,941 10
Total surplus,	<u>9,331,006 65</u>

WILLIAMSPORT DISTRICT TELEGRAPH AND MESSENGER COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
James B. Coryell,	President,	Williamsport, Pa.
J. H. B. Reese,	Vice President,	Williamsport, Pa.
John K. Hays,	Secretary and Treasurer, . .	Williamsport, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
J. T. Fredericks,	Williamsport, Pa.	E. F. McCarthy,	Williamsport, Pa.
James B. Coryell,	Williamsport, Pa.	John K. Hays,	Williamsport, Pa.
J. H. B. Reese,	Williamsport, Pa.	J. A. Stearns,	Williamsport, Pa.
Evan Russell,	Williamsport, Pa.	A. H. Hellman,	Williamsport, Pa.
S. S. Koser, M. D.,	Williamsport, Pa.	G. W. Blanchard.	Brooklyn, N. Y.

CAPITAL STOCK.

Capital stock authorized by law,	\$15,000 00
Capital stock subscribed,	10,500 00
Total amount now paid in, common,	10,500 00
Number of shares issued,	260
Amount paid in on each share,	50 00
Par value of each share,	50 00

COST OF LINE AND EQUIPMENT.

Construction,	\$12,500 00
Equipment,	500 00

CHARACTERISTICS OF LINE.

Length of main line in Pennsylvania,	20 miles.
Length of wire (entire line),	20 miles.
Length of wire in Pennsylvania,	20 miles.
Number of stations, entire line,	1
Number of stations in Pennsylvania,	1
Number of instruments in use (entire line),	83
Number of instruments in use in Pennsylvania,	83
Number of persons employed in operating and maintaining the line, male,	7
Number of persons employed in operating and maintaining the line in Pennsylvania, male,	7

EXPENSES.

Gross expenses of entire line,	\$1,869 38
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RECEIPTS.

Gross receipts of entire line,	\$1,728 04
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GENERAL BALANCE SHEET, 1888.

ASSETS.

Construction, patent rights, etc.,	\$12,500 00
Equipment account.	500 00
Materials on hand,	6 26
Due from sundry individuals,	23 45
Deficit,	121 91
	<u>\$13,151 62</u>

LIABILITIES.

Capital stock.	\$13,000 00
Bills payable,	29 71
Due treasurer,	121 91
	<u>\$13,151 62</u>

WILLIAMSPORT AND NORTH BRANCH TELEPHONE COMPANY.

REPORT FOR THE YEAR ENDING DECEMBER 31, 1888.

OFFICERS.

NAMES.	OFFICES.	RESIDENCES.
William Frontz,	President,	Hughesville, Pa.
Samuel Bryan,	Vice President,	Hughesville, Pa.
C. W. Woddrop,	Secretary,	Hughesville, Pa.
Peter Reeder,	Treasurer,	Hughesville, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.	NAMES OF DIRECTORS.	RESIDENCES.
Jeremiah Kelley,	Hughesville, Pa.	DeWitt Bodine,	Hughesville, Pa.
Benjamin G. Welch,	Hughesville, Pa.	S. D. Townsend,	Hughesville, Pa.
J. K. Rishel,	Hughesville, Pa.	J. S. Bailey,	Hughesville, Pa.

Date of annual meeting for election of directors, third Wednesday of May of each year.

GENERAL INFORMATION.

Name of line : Williamsport and North Branch Telephone Company.
 By whom owned : Williamsport and North Branch Telephone Company.
 By whom operated : Williamsport and North Branch Railroad Company.
 The general offices of the company are located at Hughesville, Pa.
 Address correspondence relating to this report to Benjamin G. Welch, Hughesville, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated under the general incorporation laws of the act of April 29, 1874—November, 1882, for the purpose of constructing and operating telephone lines in the borough of Hughesville, and any other points in the counties of Lycoming, Sullivan and Bradford.

CAPITAL STOCK.

Capital stock authorized by law,	\$3,000 00
Capital stock authorized by votes of company,	3,000 00
Total amount now paid in, common,	3,000 00
Amount paid in on each share,	25 00
Par value of each share,	25 00

COST OF LINE AND EQUIPMENT.

Total,	\$3,000 00
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CHARACTERISTICS OF LINE.

Length of main line from Williamsport to Nordmont and Eagle's	
Mere,	51 miles.
Length of main line in Pennsylvania,	51 miles.
Number of stations in Pennsylvania,	10
Number of instruments in use (entire line),	13
Number of instruments in use in Pennsylvania,	13
Number of poles to the mile, about,	28

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year : The lines of this company are leased to the Williamsport and North Branch Railroad Company; which company pays a dividend of 8 per cent. per annum as a rental. Dividends were paid May 1 and November 1.

Amount paid in dividends, cash,	\$240 00
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TABULATED RESULTS

Compiled from Reports of Railroad Companies.

TABLE A.—STOCK AND DIVIDENDS.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Number of shares issued.	Amount paid in on each share.	Par value of each share.	Rate per cent. of dividends.
Addison and Pennsylvania,	\$700,000 00	\$590,500 00	\$29,525 00	5,905	\$5	\$100	.
Allegheny Valley,	5,000,000 00	2,166,500 00	2,166,500 00	43,330	50	50	.
Allentown,	2,000,000 00	1,414,200 00	1,268,884 47	22,917	50	50	.
Allentown Terminal,	450,000 00	450,000 00	225,000 00	9,000	25	50	.
Arnot and Pine Creek,	120,000 00	255,000 00	255,000 00	2,550	100	100	5
Bald Eagle Valley,	2,000,000 00	935,000 00	935,000 00	18,700	50	50	10
Baltimore and Cumberland Valley,	230,000 00	. . . . .	76,700 00	1,534	50	50	.
Baltimore and Cumberland Valley Extension,	720,000 00	. . . . .	270,000 00	5,400	50	50	7
Baltimore and Harrisburg,	5,000,000 00	. . . . .	720,000 00	14,400	50	50	5
Baltimore and Philadelphia,	325,100 00	5,000,000 00	5,000,000 00	100,000	50	50	.
Bangor and Portland,	1,000,000 00	325,100 00	121,100 00	1,211	100	100	.
Barclay Coal Company's railroad,	600,000 00	1,000,000 00	1,000,000 00	20,000	50	50	.
Bedford and Bridgeport,	5,000,000 00	599,650 00	599,650 00	11,993	50	50	.
Beech Creek,	550,000 00	5,000,000 00	5,000,000 00	100,000	50	50	5
Bell's Gap,	1,000,000 00	550,000 00	550,000 00	11,000	50	50	5
Bellefonte and Eastern,	300,000 00	250,000 00	250,000 00	5,000	50	50	.
Belleville, Nittany and Lemont,	50,000 00	300,000 00	300,000 00	6,000	50	50	.
Berlin,	75,000 00	50,000 00	50,000 00	1,000	50	50	.
Berlin Branch,	160,000 00	45,900 00	43,195 19	863	50	50	.
Bethlehem and Belvidere, . . . . .	. . . . .	100,000 00	10,000 00	2,000	5	50	.
Bradford,	100,000 00	100,000 00	100,000 00	1,000	100	100	.
Bradford, Bordell and Kinzua,	100,000 00	250,000 00	250,000 00	4,756	100	100	.
Bradford, Bordell and Smethport,	500,000 00	100,000 00	100,000 00	1,000	100	100	.
Bradford, Eldred and Cuba,	100,000 00	480,000 00	480,000 00	4,800	100	100	.
Bradford, Richburg and Cuba,	100,000 00	. . . . .	100,000 00	. . . . .	100	100	.

Brockwayville and Punxsutawney,	250,000 00	250,000 00	250,000 00	100	100
Buffalo Run, Bellefonte and Bald Eagle,	600,000 00	388,050 00	7,761	50	50
Buffalo, Bradford and Pittsburgh,	2,286,400 00	2,286,400 00	22,864	100	100
Buffalo, Rochester and Pittsburgh,	12,000,000 00	12,000,000 00	120,000	100	100
Cambria and Clearfield,	750,000 00	300,000 00	4,000	50	50
Catawissa,		4,359,500 00	87,190	50	7
Catasauqua and Fogelsville,		426,900 00	17,076	25	10
Chartiers,		645,250 00	12,905	50	5
Cherry Grove,		50,000 00	1,000	10	50
Chester and Delaware River,		40,000 00	39,550 00	50	50
Chester Creek,		272,100 00	5,442	50	3
Chestnut Hill,		120,650 00	2,413	50	12
Clearfield and Jefferson,		1,000,000 00	20,000	50	50
Clermont and Bradford,		625 00	625	5	50
Clermont and Kinzua,		10,000 00	200	5	50
Cleveland and Pittsburgh,			224,727	50	7 and 10
Colebrookdale,		300,000 00	5,922	50	50
Columbia and Port Deposit,		497,100 00	9,942	50	50
Connecting,		1,278,300 00	25,566	50	6
Corning, Cowanesque and Antrim,		2,000,000 00	4,000	50	6 and 12
Cornwall,		400,000 00	4,000	100	100
Cornwall and Lebanon,		600,000 00	6,000	100	100
Condersport and Port Allegheny,		150,000 00	1,500	100	100
Cresson, Clearfield Co. and New York Short Route,		1,000,000 00	20,000	50	50
Cumberland Valley,		1,777,850 00	35,557	50	8
Danville and Riverside,		3,790 00	2,50	25	25
Danville and Shanokin,		250,000 00	5	50	50
Delaware and Hudson Canal Company's railroad,		24,500,000 00	245,000	100	6
Delaware, Lackawanna and Western,		26,200,000 00	524,000	50	7
Delaware River and Lancaster,		27,887 00	522	50	50
Dillsburg and Mechanicsburg,		89,800 00	1,796	50	3
Doublingtown and Lancaster,		250,000 00	5,000	50	50
Dunkirk, Allegheny Valley and Pittsburgh,		1,300,000 00	13,000	100	100
Easton and Bangor,		300,000 00	6,000	50	50
East Broad Top,		815,600 00	16,312	50	50
Eastern Heights,		15,000 00	300	5	50
East Mahanoy,		479,700 00	9,594	50	6
East Pennsylvania,		1,914,950 00	34,299	50	50
Ebensburg and Cresson,		42,000 00	840	50	50
Edgewood,		15,000 00	300	50	50
Elmira and Williamsport,		1,000,000 00	20,000	50	12
Erie and Pittsburgh,		1,101,550 00	39,968	50	7
Erie and Wyoming Valley,		1,500,000 00	30,000	50	50

TABLE A.—STOCK AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Number of shares issued.	Amount paid in on each share.	Par value of each share.	Rate per cent. of dividends.
Fairchance and State Line,	\$60,000 00	\$25,150 00	\$2,575 00	..	5	\$50	..
Payette County,	1,500,000 00	..	125,395 71	2,148	16.16	50	8
Frankford and Holmesburg,	100,000 00	100,000 00	100,000 00	2,000	50	50	..
Gettysburg and Harrisburg,	250,000 00	..	250,000 00	5,000	50	50	..
Greenlick Narrow Gauge,	50,000 00	..	31,650 00	633	50	50	..
Grassy Island,	10,000 00	31,650 00	10,000 00	100	100	100	..
Hanover and York,	250,000 00	224,250 00	224,250 00	4,485	50	50	6
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	2,500,000 00	1,182,550 00	1,182,550 00	23,651	50	50	7
Harrisburg and Potomac,	500,000 00	218,350 00	399,165 20	3,310 $\frac{1}{4}$	100	100	..
Harrisburg and Western,	18,000,000 00	1,501,800 00	150,180 00	30,036	5	50	..
Huntingdon and Broad Top Mountain,	3,550,000 00	3,355,200 00	3,355,200 00	67,104	50	50	5
Ironton,	500,000 00	200,000 00	200,000 00	4,000	50	50	6
Janestown and Franklin,	1,000,000 00	634,050 00	601,810 50	12,024	50	50	..
Jefferson,	..	2,096,050 00	2,096,050 00	41,921	50	50	..
Jones Lake,	..	20,000 00	20,000 00	200	100	100	..
Johnsonburg and Bradford,	420,000 00	210,000 00	21,000 00	4,200	5	50	..
Junction,	250,000 00	250,000 00	250,000 00	5,000	50	50	45
Kendall and Eldred,	..	150,000 00	150,000 00	1,500	100	100	..
Kensington and Tacony,	..	100,000 00	100,000 00	2,000	50	50	..
Kinzua,	150,000 00	100,000 00	100,000 00	1,000	100	100	..
Kinzua Creek and Kane,	120,000 00	36,000 00	21,600 00	360	60	100	..
Lake Shore and Michigan Southern,	50,000,000 00	50,000,000 00	50,000,000 00	500,000	100	100	5 and 10
Lancaster and Reading Narrow Gauge,	500,000 00	123,750 00	82,720 00	1,700	50	50	..
Lehigh and Eastern,	1,000,000 00	..	..	20,000	..	50	..
Lehigh and Lackawanna,	1,000,000 00	..	370,500 00	7,410	50	50	..
Lehigh Valley,	..	40,441,550 00	40,220,960 00	794,151	50	50	15

Lewisburg and Tyrone,	\$1,200,000 00	\$150,000 00	\$1,200,000 00	24,000	\$50	5
Ligonier Valley,	150,000 00	150,000 00	150,000 00	3,000	50	5
Little Saw-Mill Run,	250,000 00	144,375 00	144,375 00			8½
Little Schuylkill Navigation,			2,487,850 00	49,757	50	
Littlestown,			34,850 00	697	50	
Loyalsock,	75,000 00	53,750 00	71,623 15			6
Lykens Valley,	300,000 00	150,000 00	600,000 00	30,000	20	
Martin's Creek,	800,000 00	600,000 00	600,000 00	8,000	75	
McKean and Buffalo,	40,000 00	40,000 00	30,000 00	12,000	50	
McKeesport and Belle Vernon,	600,000 00	600,000 00	600,000 00		5	
McKeesport and Bessemer,	40,000 00	22,000 00	200,000 00	4,000	50	
Meadville and Linesville,	200,000 00		100,000 00	2,000	5	
Middletown and Hummelstown,	100,000 00	100,000 00	167,775 00	3,355½	50	
Mifflin and Centre County,	1,000,000 00	323,375 00	4,081,900 00	12,935	25	10
Mill Creek and Mine Hill Navigation,	323,375 00	4,081,900 00		81,638	50	7½
Mine Hill and Schuylkill Haven,						
Mineral Ridge,	100,000 00	300,000 00	300,000 00	3,000	100	
Monongahela Connecting,	300,000 00	110,000 00	100,000 00	4,400	25	
Mont Alto,	500,000 00					
Montour,	100,000 00					
Montrose,	500,000 00	319,700 00	304,900 00	6,028	50	
Mount Carbon and Port Carbon,	282,350 00	282,350 00	150,500 00	5,647	50	12
Mount Pleasant and Broad Ford,	1,000,000 00	152,500 00	65,000 00	3,010	50	
Mount Pleasant and Latrobe,	130,000 00				5	
Nescopeek,	1,350,000 00	259,000 00	259,000 00	5,180	50	
Nesquehoning Valley,	2,000,000 00	1,412,500 00	1,412,500 00	28,250	50	
Newry,	15,000 00		11,925 00	477	25	
New Castle and Beaver Valley,	700,000 00	700,000 00		1,400	50	10
New Castle and Butler,	20,000 00		20,000 00	400	50	
New Castle Railroad and Mining,	100,000 00		100,000 00	2,000	50	
New Castle and Shenango Valley,	250,000 00		250,000 00	5,000	50	
New York, Chicago and St. Louis,	30,000,000 00		30,000,000 00	300,000	100	
New York, Lackawanna and Western,	60,000 00	12,000 00	12,000 00	240	50	
New York, Lake Erie and Western,	86,536,900 00		86,536,900 00			
New York, Lake Erie and Western Coal,	500,000 00	500,000 00	500,000 00	5,000	100	
New York and North Pennsylvania,	180,000 00	50,000 00	50,000 00	1,000	50	
New York, Pennsylvania and Ohio,	45,000,000 00		44,999,350 00	899,987	50	
New York, Ridgway and Pittsburgh,	200,000 00					
New York, Susquehanna and Western,	21,000,000 00		21,000,000 00	210,000	100	
Nittany Valley,	75,000 00		53,000 00	1,050	50	
Northern Central,	8,000,000 00	7,150,000 00	7,150,000 00	143,000		8
North-East Pennsylvania,	400,000 00	81,550 00	81,550 00	1,631	50	
North Pennsylvania,	1,500,000 00	4,646,700 00	4,646,700 00	92,934	50	8

TABLE A.—STOCK AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Number of shares issued.	Amount paid in on each share.	Par value of each share.	Rate per cent. of dividends.
North and West Branch,	\$1,500,000 00	\$1,500,000 00	\$1,500,000 00	30,000	\$50	\$50	6
Ohio and Baltimore Short Line,	1,000,000 00	200,000 00	290,000 00	5,800	50	50	.
Oil City and Ridgway,	300,000 00	.	86,550 00	1,731	100	50	.
Olean, Bradford and Warren,	151,700,000 00	150,000 00	150,000 00	1,500	100	100	5
Pennsylvania,	100,000 00	106,545,400 00	106,545,400 00	2,130,908	50	50	.
Pennsylvania Company,	1,750,000 00	20,000,000 00	20,000,000 00	400,000	50	50	.
Pennsylvania and New York Canal Railroad,	10,000,000 00	5,061,700 00	5,061,700 00	61,234	.	100	.
Pennsylvania, Poughkeepsie and Boston,	1,750,000 00	1,750,000 00	6,676,800 00	133,536	50	50	.
Pennsylvania Schuylkill Valley,	250,000 00	6,676,800 00	100,000 00	2,000	50	50	.
Pennsylvania and Western,	50,000 00	250,000 00	100,000 00	5,000	20	50	.
People's,	755,100 00	40,000 00	38,040 00	756	50	50	.
Perkiomen,	12,400,000 00	2,495,650 00	2,495,650 00	49,913	50	50	.
Philadelphia and Baltimore Central,	1,000,000 00	755,000 00	755,100 00	15,102	50	50	.
Philadelphia and Chester Valley,	2,500,000 00	7,975,000 00	10,375,000 00	207,500	50	50	.
Philadelphia and Erie,	2,000,000 00	1,000,000 00	1,000,000 00	20,000	50	50	12
Philadelphia, Germantown and Chestnut Hill,	2,000,000 00	2,246,900 00	2,246,900 00	44,938	50	50	.
Philadelphia, Germantown and Norristown,	1,000,000 00	200,000 00	40,000 00	.	10	50	.
Philadelphia and Lehigh Valley,	3,000,000 00	250,000 00	250,000 00	5,000	50	50	.
Philadelphia Midland,	300,000 00	1,200,000 00	1,200,000 00	24,000	50	50	.
Philadelphia, Newtown and New York,	2,000,000 00	300,000 00	39,480,361 78	789,607	50	50	.
Philadelphia and Reading,	100,000 00	1,259,100 00	30,000 00	6,000	5	50	10
Philadelphia and Reading Terminal,	100,000 00	11,819,350 00	1,259,100 00	12,591	100	100	7
Philadelphia and Trenton,	100,000 00	96,850 00	11,819,350 00	236,387	50	50	.
Pickering Valley,	1,000,000 00	1,000,000 00	95,655 00	1,846	50	50	.
Pine Creek,	1,000,000 00	1,000,000 00	1,000,000 00	20,000	50	50	.

Pittsburgh and Castle Shannon,	1,000,000 00	481,400 00	481,400 00	9,628	50	50
Pittsburgh, Chartiers and Youghiogheny,	600,000 00	593,600 00	593,600 00	11,872	50	50
Pittsburgh, Cincinnati and St. Louis,	13,500,000 00	8,437,200 00	8,437,200 00	168,744	50	50
Pittsburgh and Connellsville,	5,000,000 00	2,340,474 50	1,956,091 05	38,888	50	50
Pittsburgh East End,	250,000 00	75,000 00	11,250 00	7	50	50
Pittsburgh, Fort Wayne and Chicago,	6,500,000 00	31,736,285 71	31,736,285 71	317,362	100	100
Pittsburgh Junction,	720,000 00	1,440,000 00	1,440,000 00	28,800	50	50
Pittsburgh and Lake Erie,	50,000 00	25,000 00	2,050,000 00	41,000	50	50
Pittsburgh and Mansfield,	4,000,000 00	4,000,000 00	3,100,000 00	62,000	50	50
Pittsburgh, McKeesport and Youghiogheny,	2,300,000 00	1,805,200 00	1,805,200 00	36,104	50	50
Pittsburgh, Virginia and Charleston,	150,000 00	12,000,000 00	150,000 00	240,000	50	50
Pittsburgh and Northern,	12,000,000 00	3,033,341 58	3,033,341 58	60,574	50	50
Pittsburgh and Western,	4,000,000 00	30,060 00	12,050 00	241	50	50
Pittsburgh, Youngstown and Ashtabula,	30,000 00	7,200 00	7,200 00	360	20	50
Plymouth,	18,000 00	500,000 00	500,000 00	10,000	50	50
Point Breeze,	500,000 00	961,500 00	958,268 09	19,144	50	50
Pomeroy and Newark,	250,000 00	250,000 00	250,000 00	5,000	50	50
Reading and Columbia,	150,000 00	150,000 00	111,000 00	1,110	100	100
Reading, Marietta and Hanover, ¹	1,000,000 00	491,000 00	491,000 00	9,820	50	50
Rew City and Eldred,	50,000 00	5,000 00	5,000 00	100	50	50
Ridgway and Clearfield,	216,000 00	216,000 00	216,000 00	4,320	50	50
Riegelsville,	200,000 00	117,800 00	117,800 00	2,356	50	50
River Front,	50,000 00	50,000 00	50,000 00	1,000	50	50
Salisbury,	120,000 00	15,000 00	1,500 00	300	50	50
Schuylkill and Lehigh,	4,500,000 00	4,500,000 00	4,500,000 00	90,000	50	50
Schuylkill River West Side,	576,050 00	576,050 00	576,050 00	11,521	50	50
Schuylkill River East Side,	1,000,000 00	1,000,000 00	1,000,000 00	20,000	50	50
Schuylkill Valley Navigation Railroad,	1,500,000 00	869,450 00	869,350 00	17,389	50	50
Shamokin, Sunbury and Lewisburg,	500,000 00	350,000 00	426,950 00	8,539	50	50
Shamokin Valley and Pottsville,	350,000 00	350,000 00	350,000 00	7,000	50	50
Sharon,	60,000 00	4,000 00	3,000 00	400	50	50
Sharpsville,	100,000 00	60,000 00	3,000 00	7	50	100
Sharon and State Line,	60,000 00	500,000 00	6,000 00	5	50	50
Shenando Valley,	500,000 00	90,000 00	50,000 00	900	100	100
Sherrick Run,	90,000 00	4,500 00	3,200 00	60	50	50
Sinnershoning Valley,	100,000 00	200,000 00	75,000 00	750	50	50
Slate Ridge and Delta,	200,000 00	200,000 00	20,000 00	37	15	50
Slate Run,	200,000 00	900,000 00	83,223 20	2,000	50	50
Slatington,	100,000 00	200,000 00	200,000 00	20,000	50	50
Somerset County,	200,000 00	200,000 00	200,000 00	4,000	50	50
Somerset and Cambria,	200,000 00	200,000 00	200,000 00	37	15	50
South Mountain,	200,000 00	200,000 00	200,000 00	4,000	50	50

TABLE A.—STOCK AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Number of shares issued.	Amount paid in on each share.	Par value of each share.	Rate per cent. of dividends.
South Pennsylvania,	\$10,800,000 00	\$6,118,000 00	\$6,118,000 00	122,360	\$50	\$50	. . . . .
Southern Pennsylvania,	800,000 00	. . . . .	. . . . .	16,000	50	50	. . . . .
South-West Pennsylvania,	1,000,000 00	. . . . .	998,850 00	19,977	50	50	10
State Line,	200,000 00	260,000 00	26,000 00	5,200	5	50	. . . . .
State Line and Middlesex,	50,000 00	10,000 00	1,000 00	. . . . .	. . . . .	. . . . .	. . . . .
State Line and Sullivan, . . . . .	. . . . .	983,650 00	983,650 00	19,673	50	50	. . . . .
Stewart,	10,000 00	5,000 00	500 00	. . . . .	. . . . .	50	. . . . .
Stewartstown,	100,000 00	70,000 00	70,000 00	1,400	50	50	6
Stony Creek, . . . . .	. . . . .	176,100 00	176,000 00	3,522	50	50	. . . . .
Strasburg,	500,000 00	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Susquehanna and Clearfield,	1,000,000 00	286,000 00	286,000 00	5,720	50	50	. . . . .
Sunbury, Hazleton and Wilkes-Barre,	1,000,000 00	1,000,000 00	1,000,000 00	20,000	50	50	5
Sunbury and Lewistown,	600,000 00	600,000 00	600,000 00	12,000	50	50	9
Tioga,	1,000,000 00	580,900 00	580,900 00	11,618	50	50	. . . . .
Tionesta Valley,	100,000 00	100,000 00	100,000 00	2,000	50	50	. . . . .
Tipton,	50,000 00	43,250 00	43,250 00	865	50	50	. . . . .
Tresckow,	250,000 00	130,000 00	130,000 00	2,600	50	50	. . . . .
Tyrone and Clearfield,	1,000,000 00	1,000,000 00	1,000,000 00	20,000	50	50	5
Turtle Creek Valley,	250,000 00	250,000 00	100,000 00	5,000	20	50	. . . . .
Ursina and North Fork,	20,000 00	20,000 00	20,000 00	. . . . .	. . . . .	50	. . . . .
Warren and Farnsworth,	75,000 00	. . . . .	75,000 00	1,500	50	50	. . . . .
Waynesburg and Washington,	270,000 00	133,000 00	101,854 97	2,214	50	50	. . . . .
West Chester,	165,000 00	165,000 00	165,000 00	3,300	50	50	5
Western Maryland,	1,000,000 00	. . . . .	684,700 00	. . . . .	. . . . .	50	. . . . .
Western New York and Pennsylvania,	30,000,000 00	. . . . .	30,000,000 00	300,000	100	100	. . . . .
Western Pennsylvania,	4,000,000 00	1,775,000 00	1,775,000 00	33,500	50	50	6

Wheeling, Pittsburgh and Baltimore,	5,500,000 00	5,500,000 00	5,500,000 00	5,500,000 00	110,000	50	50	. . . . .
Wilcox,	50,000 00	50,000 00	50,000 00	25,000 00	1,000	25	50	. . . . .
Wilkes-Barre and Scranton,	500,000 00	500,000 00	500,000 00	500,000 00	10,000	50	50	. . . . .
Wilkes-Barre and Harvey's Lake,	150,000 00	150,000 00	150,000 00	150,000 00	3,000	50	50	. . . . .
Wilkes-Barre and Western,	1,000,000 00	1,000,000 00	1,000,000 00	455,100 00	9,102	50	50	. . . . .
Williamsport and North Branch,	50,000 00	. . . . .	. . . . .	721,700 00	14,434	50	50	. . . . .
Wilmington and Northern,	1,500,000 00	. . . . .	. . . . .	1,278,050 00	25,561	50	50	. . . . .
Wind Gap and Delaware,	300,000 00	100,000 00	100,000 00	50,000 00	2,000	25	50	. . . . .
York and Peach Bottom,	375,000 00	. . . . .	. . . . .	249,250 00	4,930	50	50	. . . . .
Youghiogheny and Elizabeth,	50,000 00	50,000 00	50,000 00	5,000 00	. . . . .	5	50	. . . . .
Youghiogheny Northern,	400,000 00	400,000 00	400,000 00	400,000 00	8,000	50	50	. . . . .
Total,	\$686,295,525 00	\$498,423,101 79	\$776,066,315 60	117,218.36	. . . . .	. . . . .	. . . . .	. . . . .

TABLE B.—DEBT AND INTEREST.

NAME OF COMPANY.	Total amount now of funded debt.	Total amount now of floating debt.	Total amount now of funded and floating debt.	Rate per cent. per annum of interest.
Addison and Pennsylvania,	\$487,939 37	\$207,010 79	\$694,950 16	5 and 6
Allegheny Valley,	25,926,700 00	6,431,075 00	32,357,775 00	5 and 7 ³ ₁₆
Allentown, . . . . .	..	942 45	942 45	..
Bald Eagle Valley,	368,000 00	..	368,000 00	6
Baltimore and Cumberland Valley,	72,800 00	..	72,800 00	6
Baltimore and Cumberland Valley Extension,	230,000 00	10,481 22	240,481 22	6
Baltimore and Harrisburg,	690,000 00	..	690,000 00	5 and 6
Baltimore and Philadelphia,	4,867,500 00	..	4,867,500 00	4 ¹ ₂
Bangor and Portland,	317,600 00	..	317,600 00	6
Barclay Coal Company's railroad,	80,000 00	..	80,000 00	5
Bedford and Bridgeport,	1,000,000 00	6,296,500 00	7,296,500 00	7
Beech Creek,	5,000,000 00	..	5,000,000 00	4
Bell's Gap,	533,500 00	..	533,500 00	6 and 7
Bellefonte, Nittany and Lemont,	300,000 00	..	366,000 00	6
Berlin, . . . . .	..	66,000 00	39,314 24	..
Berlin Branch,	40,300 00	39,314 24	49,867 26	6
Bradford, Bordell and Kinzua,	500,000 00	9,567 26	568,266 88	6
Bradford, Eldred and Cuba,	560,000 00	68,266 88	896,492 39	6
Bradford, Rieburg and Cuba, . . . . .	..	336,492 39	156,369 50	..
Buffalo Run, Bellefonte and Bald Eagle,	364,000 00	156,369 50	400,996 65	6
Buffalo, Bradford and Pittsburg,	580,000 00	36,996 65	580,000 00	7
Buffalo, Rochester and Pittsburgh,	9,250,640 00	289,442 70	9,540,082 70	6 and 7
Catawissa,	1,802,350 00	..	1,802,350 00	5, 6, 7 and 10
Calasaqua and Fogelsville, . . . . .	..	138,000 00	138,000 00	..
Charlers,	500,000 00	30,000 00	530,000 00	7
Chester and Delaware River, . . . . .	..	195,100 99	195,100 99	..
Chester Creek,	185,000 00	..	185,000 00	6
Clearfield and Jefferson,	1,000,000 00	..	1,000,000 00	6
Cleveland and Pittsburgh,	5,150,343 63	..	5,150,343 63	6 and 7

Colebrookdale,	600,000 00	54,463 66	654,463 66	6
Columbia and Port Deposit,	1,882,000 00	1,058,608 00	2,940,608 00	7
Connecting,	991,000 00	715,960 84	1,706,960 84	6
Corning, Cowanesque and Antrim,	1,250,000 00	. . . . .	1,250,000 00	6
Cornwall, . . . . .	. . . . .	90,000 00	90,000 00	. . . . .
Cornwall and Lebanon,	550,000 00	128,618 58	678,618 58	5
Cresson, Clearfield County and New York Short Route,	750,000 00	63,820 58	813,820 58	6
Cumberland Valley,	270,500 00	. . . . .	270,500 00	8
Danville and Riverside, . . . . .	. . . . .	468 23	468 23	. . . . .
Delaware and Hudson Canal Company's railroad,	15,378,000 00	. . . . .	15,378,000 00	7
Delaware, Lackawanna and Western,	3,674,000 00	. . . . .	3,674,000 00	7
Delaware River and Lancaster,	2,000,000 00	. . . . .	2,002,367 51	6
Dillsburg and Mechanicsburg,	100,000 00	. . . . .	100,000 00	6
Downingtown and Lancaster,	250,000 00	. . . . .	250,000 00	6
Dunkirk, Allegheny Valley and Pittsburgh,	3,200,000 00	261,575 38	3,461,575 38	4
East Broad Top,	500,000 00	61,985 27	561,985 27	7
East Pennsylvania,	495,000 00	. . . . .	495,000 00	. . . . .
Ebensburg and Cresson,	80,000 00	. . . . .	80,000 00	4
Edgewood, . . . . .	. . . . .	19,532 64	19,532 64	6
Elmira and Williamsport,	1,570,000 00	. . . . .	1,570,000 00	. . . . .
Erie and Pittsburgh,	3,262,000 00	44,879 04	3,306,879 04	6
Erie and Wyoming Valley,	3,000,000 00	725,152 55	3,725,152 55	7
Frankford and Holmesburg,	50,000 00	. . . . .	50,000 00	6
Gettysburg and Harrisburg,	280,000 00	90,710 07	370,710 07	7
Greenlick Narrow Gauge, . . . . .	. . . . .	6,846 53	6,846 53	6
Hanover and York,	191,100 00	. . . . .	191,100 00	. . . . .
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	700,000 00	. . . . .	700,000 00	5
Harrisburg and Potomac,	507,200 00	421,732 72	928,932 72	4
Huntingdon and Broad Top Mountain,	2,399,395 00	. . . . .	2,399,395 00	7
Jamestown and Franklin,	798,000 00	1,226,120 42	2,024,120 42	5 and 7
Jefferson,	2,300,000 00	. . . . .	2,300,000 00	7
Junction,	725,000 00	. . . . .	725,000 00	4½ and 7
Kensington and Tacony, . . . . .	. . . . .	39,419 08	39,419 08	4½ and 6
Kinzua Creek and Kane,	2,340 00	. . . . .	2,340 00	. . . . .
Lake Shore and Michigan Southern,	46,516,000 00	. . . . .	46,516,000 00	6
Lancaster and Reading Narrow Gauge,	350,000 00	. . . . .	350,000 00	7
Lehigh and Lackawanna,	600,000 00	1,521 94	601,521 94	7
Lehigh Valley,	25,044,000 00	. . . . .	25,044,000 00	6 and 7
Lewisburg and Tyrone, . . . . .	. . . . .	330,000 00	330,000 00	. . . . .
Ligonier Valley,	75,000 00	. . . . .	75,000 00	5
Little Saw-Mill Run,	178,500 00	. . . . .	178,500 00	. . . . .
Littlestown,	40,000 00	15,265 50	55,265 50	6
McKeesport and Belle Vernon,	44,000 00	. . . . .	44,000 00	5

TABLE B.—DEBT AND INTEREST—CONTINUED.

NAME OF COMPANY.	Total amount now of funded debt.	Total amount now of floating debt.	Total amount now of funded and floating debt.	Rate per cent. per annum of interest.
Meadville and Linesville,	\$150,000 00	..	\$150,000 00	6
Mifflin and Centre County,	200,000 00	\$15,499 70	215,499 70	6
Monongahela Connecting,	200,000 00	13,200 00	213,200 00	6
Mont Alto,	125,000 00	..	125,000 00	6
Montour, . . . . .	..	200,000 00	200,000 00	..
Nescopeck, . . . . .	..	235,245 01	235,245 01	..
Newry, . . . . .	..	25,131 72	25,131 72	..
New Castle Railroad and Mining,	3,500 00	2,850 00	6,350 00	..
New Castle and Shenango Valley,	230,000 00	..	230,000 00	6
New York, Chicago and St. Louis,	19,890,000 00	..	19,890,000 00	6
New York, Lake Erie and Western,	78,567,245 10	..	78,567,245 10	4
New York, Lake Erie and Western Coal,	3,000,000 00	86,632 65	3,086,632 65	..
New York and Northern Pennsylvania,	50,000 00	..	50,000 00	6
New York, Pennsylvania and Ohio,	106,222,760 00	..	107,079,479 02	6
New York, Susquehanna and Western,	8,136,000 00	255,610 81	8,391,610 81	..
Nittany Valley,	53,000 00	27,600 00	80,600 00	4, 4½, 5 and 6
Northern Central,	14,588,000 00	..	14,588,000 00	6
North-East Pennsylvania,	160,000 00	289,831 95	449,831 95	4½, 5 and 6
North Pennsylvania,	7,200,000 00	..	7,200,000 00	6
North and West Branch,	1,500,000 00	..	1,500,000 00	6 and 7
Ohio and Baltimore Short Line,	500,000 00	795,193 24	1,295,193 24	5
Pennsylvania,	63,378,740 44	..	63,378,740 44	5 and 6
Pennsylvania Company,	18,846,000 00	..	18,846,000 00	4½ and 6
Pennsylvania and New York Canal and Railroad,	3,002,000 00	..	3,002,000 00	7
Pennsylvania, Poughkeepsie and Boston,	6,600,000 00	1,260,027 62	7,860,027 62	5
Pennsylvania and Western,	200,000 00	..	200,000 00	6
People's,	15,000 00	8,000 00	23,000 00	6
Perkiomen,	1,924,600 00	1,002,950 10	2,927,550 10	5
Philadelphia and Baltimore Central,	2,100,000 00	61,512 50	2,161,512 50	5 and 7

Philadelphia and Chester Valley,	130,500 00	191,931 00	322,431 00	4 and 5
Philadelphia and Erie,	19,474,000 00	19,474,000 00	19,474,000 00	4, 5, 6 and 7
Philadelphia, Germantown and Chestnut Hill,	1,000,000 00	247,500 00	1,247,500 00	4½
Philadelphia, Midland,	250,000 00	250,000 00	250,000 00	5
Philadelphia, Newtown and New York,	700,000 00	700,000 00	700,000 00	6
Philadelphia and Reading,	143,634,309 08	801,749 00	144,436,058 08	4, 4½, 5, 6 and 7
Philadelphia, Wilmington and Baltimore,	4,500,000 00	76,666 66	4,576,666 66	4, 5 and 6
Pickering Valley,	332,300 00	367,438 15	699,738 15	7
Pine Creek,	3,642,000 00	331,839 53	3,973,839 53	6
Pittsburgh and Castle Shannon,	50,000 00	7,220 87	57,220 87	6
Pittsburgh, Chartiers and Youghiogheny,	622,000 00	105,355 68	727,355 68	6
Pittsburgh, Cincinnati and St. Louis,	12,617,000 00	1,533,095 09	12,617,000 00	5 and 7
Pittsburgh and Connellsville,	20,747,640 00	22,280,735 09	22,280,735 09	5, 6 and 7
Pittsburgh, Fort Wayne and Chicago,	12,410,000 00	12,410,000 00	12,410,000 00	7
Pittsburgh Junction,	1,440,000 00	199,676 71	1,639,676 71	6
Pittsburgh and Lake Erie,	2,000,000 00	1,766,081 01	3,766,081 01	6
Pittsburgh, McKeesport and Youghiogheny,	3,100,000 00	3,100,000 00	3,100,000 00	6
Pittsburgh, Virginia and Charleston,	3,000,000 00	10,000 00	3,010,000 00	5
Pittsburgh and Western,	9,805,935 00	480,808 61	10,286,803 61	4, 6 and 7
Pittsburgh, Youngstown and Ashtabula,	2,772,000 00	2,772,000 00	2,772,000 00	5, 6 and 7
Pomeroy and Newark,	2,012,166 67	96,285 20	96,285 20	5 and 6
Reading and Columbia,	491,000 00	187,550 69	2,199,717 36	5
Rew City and Eldred,	216,000 00	2,087 40	2,087 40	4½
Ridgway and Clearfield,	150,000 00	119,213 52	335,213 52	7
River Front,	600,000 00	7,436 55	157,436 55	4½
Salisbury,	600,000 00	2,859 10	600,000 00	5
Schuylkill and Lehigh,	4,500,000 00	73,231 82	4,573,231 82	5 and 6
Schuylkill River East Side,	1,500,000 00	170,851 68	1,670,851 68	7
Shamokin, Sunbury and Lewisburg,	2,000,000 00	582,950 00	2,000,000 00	7
Shamokin Valley and Pottsville,	582,950 00	85,734 33	582,950 00	7
Sharpsville,	6,000 00	111,858 98	85,734 33	5 and 6
Shenango Valley,	754,500 00	14,730 18	111,858 98	6
Somerset County,	100,000 00	6,000 00	6,000 00	6
Somerset and Cambria,	6,000,000 00	625,000 00	6,000,000 00	7
South Mountain,	6,000,000 00	1,150 00	625,000 00	7
South Pennsylvania,	900,000 00	5,347 14	901,150 00	7
South-West Pennsylvania,	300,000 00	7,322 59	5,347 14	7
State Line,	300,000 00	7,322 59	300,000 00	7
State Line and Sullivan,	300,000 00	7,322 59	300,000 00	7
Stewart,	300,000 00	7,322 59	7,322 59	7

TABLE B.—DEBT AND INTEREST—CONTINUED.

NAME OF COMPANY.	Total amount now of funded debt.	Total amount now of floating debt.	Total amount now of funded and floating debt.	Rate per cent. per annum of interest.
Stony Creek,	\$350,000 00	\$468,605 30	\$818,605 30	7
Susquehanna and Clearfield,	285,000 00	49,750 00	334,750 00	5
Sunbury, Hazleton and Wilkes-Barre,	2,535,000 00		2,535,000 00	5 and 6
Sunbury and Lewistown,	500,000 00		500,000 00	7
Tioga,	789,500 00	29,542 00	819,042 00	5 and 7
Tionesta Valley,		92,471 77	92,471 77	
Tresckow,		103,537 02	103,537 02	
Tyrone and Clearfield,	1,000,000 00		1,000,000 00	5
Turtle Creek Valley,		44,333 03	44,333 03	
Waynesburg and Washington,	98,900 00		98,900 00	7
West Chester,	75,000 00		75,000 00	5
Western Maryland,	3,897,000 00	675,033 21	4,572,033 21	6
Western New York and Pennsylvania,	29,000,000 00	1,600,275 88	30,600,275 88	5 and 7
Western Pennsylvania,	4,225,000 00		4,225,000 00	4 and 6
Wheeling, Pittsburgh and Baltimore,	5,500,000 00	83,379 24	5,583,379 24	5
Wilkes-Barre and Scranton,	500,000 00		500,000 00	4½
Wilkes-Barre and Harvey's Lake,		54,721 35	54,721 35	
Wilkes-Barre and Western,	396,000 00	11,000 00	407,000 00	5
Williamsport and North Branch,	390,000 00		390,000 00	6
Wilmingtton and Northern,	500,000 00		500,000 00	5
Wind Gap and Delaware,		107,542 17	107,542 17	
York and Peach Bottom,	244,800 00	88,358 70	333,158 70	5
Total,	\$830,503,054 29	\$35,220,244 09	\$865,723,298 38	

TABLE C.—COST OF ROAD AND EQUIPMENT.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipments owned.	Total cost of road and equipments.	Value of real estate held by the company, exclusive of roadway.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Addison and Pennsylvania,	\$1,301,744 33	\$2,366,087 53	\$1,301,744 33		\$31,749 86	\$9,117 87
Allegheny Valley,	21,683,452 77		24,049,540 30		83,558 51	
Allentown,	1,084,652 71		1,084,652 71	\$23,509 43		
Arnot and Pine Creek,	257,522 01		257,522 01		21,761 19	
Bald Eagle Valley,	1,353,770 10		1,353,770 10			
Baltimore and Cumberland Valley,	152,432 05		152,432 05			
Baltimore and Cumberland Valley Extension,	510,481 22		510,481 22			
Baltimore and Harrisburg,	1,459,892 01		1,459,892 01			
Bangor and Portland,	353,500 00	85,200 00	438,700 00		8,550 93	2,004 23
Barclay Coal Company's Railroad,	622,600 00		622,600 00			
Bedford and Bridgeport,	1,443,127 00		1,443,127 00			
Bell's Gap,	1,028,239 96	80,539 29	1,108,779 25		29,752 31	
Bellefonte, Nittany and Lemont,	475,589 59		475,589 59			
Berlin Branch,	98,082 45		98,062 45		13,294 63	
Bradford, Bordell and Kinzua,	522,570 45	87,097 93	609,668 38		11,185 15	2,582 20
Bradford, Bordell and Sinethport,	88,223 51	11,776 49	100,000 00		7,273 17	970 85
Bradford, Eldred and Cuba,	979,300 79	137,015 62	1,116,316 41		18,239 91	2,551 97
Bradford, Richburg and Cuba,	156,369 50		156,369 50		16,706 14	
Brockwayville and Panxsutawney,	250,000 00		250,000 00		10,000 00	
Buffalo Run, Bellefonte and Bald Eagle,	669,000 00		669,000 00		27,000 00	
Buffalo, Bradford and Pittsburgh,	2,866,400 00		2,866,400 00		49,927 00	9,261 00
Buffalo, Rochester and Pittsburgh,	15,192,227 32	2,818,110 08	18,010,337 40			
Cambria and Clearfield,	292,893 31		292,893 31			
Catawissa,	6,206,668 08		6,206,668 08			
Catauqua and Fogelsville,	523,185 59	135,150 00	658,335 59	15,000 00	20,517 08	5,300 00
Chartiers,	1,121,762 17		1,121,762 17	8,000 00		
Chester and Delaware River,	220,915 21		220,915 21	30,480 00	50,207 94	
Chester Creek,	457,100 00		457,100 00			

TABLE C.—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipments owned.	Total cost of road and equipment.	Value of real estate held by the Company, exclusive of roadway.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Cleveland and Pittsburgh,	\$13,694,956 61	\$3,814,461 54	\$17,509,418 15	\$14,108 07	\$69,253 89	\$19,289 31
Colebrookdale,	672,029 58	. . . . .	672,029 58	. . . . .	. . . . .	. . . . .
Columbia and Port Deposit,	2,036,181 74	. . . . .	2,036,181 74	. . . . .	. . . . .	. . . . .
Connecting,	2,985,260 84	. . . . .	2,985,260 84	. . . . .	. . . . .	. . . . .
Corning, Cowanesque and Antrim,	3,250,000 00	. . . . .	3,250,000 00	. . . . .	. . . . .	. . . . .
Cornwall,	692,914 27	186,708 35	879,622 62	. . . . .	38,235 20	. . . . .
Cornwall and Lebanon,	1,110,695 16	143,871 98	1,254,567 14	44,319 10	24,035 48	6,407 21
Coudersport and Port Allegheny,	118,000 00	45,000 00	163,000 00	57,000 00	46,648 26	6,042 50
Cumberland Valley,	2,003,420 77	. . . . .	2,003,420 77	. . . . .	6,950 00	3,000 00
Danville and Shamokin,	26,710 00	. . . . .	26,710 00	. . . . .	24,372 52	. . . . .
Delaware and Hudson Canal Company's Railroad,	4,977,908 38	1,652,191 75	6,630,100 13	. . . . .	52,520 66	17,431 86
Delaware, Lackawanna and Western,	16,840,824 91	9,757,565 88	26,598,390 79	. . . . .	79,685 93	46,169 99
Delaware River and Lancaster,	29,807 41	. . . . .	29,807 41	. . . . .	. . . . .	. . . . .
Downingtown and Lancaster,	500,000 00	. . . . .	500,000 00	. . . . .	. . . . .	. . . . .
Dunkirk, Allegheny Valley and Pittsburgh,	4,558,150 07	292,725 00	4,820,875 07	20,000 00	17,787 26	. . . . .
East Broad Top,	918,365 19	204,511 80	1,122,876 99	12,670 60	50,310 71	2,899 83
Eastern Heights,	1,190 78	. . . . .	1,190 78	. . . . .	30,612 17	6,817 06
East Mahanoy,	479,743 44	. . . . .	479,743 44	600 00	. . . . .	. . . . .
East Pennsylvania,	1,890,050 08	. . . . .	1,890,050 08	. . . . .	34,048 51	. . . . .
Ebensburg and Cresson,	122,000 00	. . . . .	122,000 00	. . . . .	52,501 39	. . . . .
Edgewood,	28,172 36	2,000 00	30,172 36	. . . . .	. . . . .	. . . . .
Elmira and Williamsport,	2,218,000 00	352,000 00	2,570,000 00	. . . . .	29,377 48	4,662 25
Erie and Pittsburgh,	3,180,937 26	1,895,725 18	5,076,662 44	. . . . .	31,419 77	18,725 06
Erie and Wyoming Valley,	5,042,007 81	107,872 02	5,149,879 83	. . . . .	65,480 62	1,400 92
Fairchance and State Line,	690 16	. . . . .	690 16	. . . . .	. . . . .	. . . . .
Fayette County,	130,000 00	. . . . .	130,000 00	. . . . .	. . . . .	. . . . .
Gettysburg and Harrisburg,	518,615 27	48,863 64	567,488 91	8,060 01	20,866 75	1,986 32
Green Lick Narrow Gauge,	29,752 75	7,250 02	37,002 77	50 00	7,438 19	1,812 50

Grassy Island,	9,566 72	1,882,550 00	26,228 81	914 63
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	37,500 00	1,112,881 46		
Harrisburg and Potomac,	18,000 00	5,661,696 96		
Huntingdon and Broad Top Mountain,	20,000 00	268,000 00	10,840 00	1,500 00
Ironton,	2,556,864 82	2,556,864 82		
Jamestown and Franklin,	20,000 00	20,000 00		
Jones Lake,	1,018,719 95	1,018,719 95		
Junction,	139,419 08	139,419 08		
Kensington and Tacony,	24,000 00	24,000 00		
Kinzua Creek and Kane,	17,300,000 00	84,000,000 00	353,652 19	16,879 03
Lake Shore and Michigan Southern,		177,338 00		
Lehigh and Eastern,	972,021 94	972,021 94		
Lehigh and Lackawanna,	14,557,599 69	14,557,599 69		
Lehigh and Susquehanna,	23,877,671 21	38,676,169 20		
Lehigh Valley,	1,562,113 29	1,562,113 29		
Lewisburg and Tyrone,		243,319 19		
Ligonier Valley,	191,642 61	351,279 75	61,891 32	53,212 38
Little Saw-Mill Run,	1,416,187 00	1,416,187 00		
Little Schuylkill Navigation,	115,616 00	115,616 00	2,000 00	
Littlestown,	71,623 15	71,623 15		
Loyalsock,	587,767 24	587,767 24		
Lykens Valley,	30,000 00	30,000 00		
Marlin's Creek,	642,469 77	642,469 77		
McKeesport and Belle Vernon,	2,183 54	2,183 54	20,790 72	
McKeesport and Bessemer,	365,989 39	365,989 39		
Mifflin and Centre County,	323,045 00	323,045 00		
Mill Creek and Mine Hill Navigation,	20,401 75	560,008 23		
Monongahela Connecting,	16,795 25	235,000 00		
Mont Alto,	41,308 13	374,049 31	10,970 57	844 41
Montrose,		282,815 45	11,883 61	1,475 29
Mount Carbon and Port Carbon,	8,176 74	201,669 69		
Mount Pleasant and Broad Ford,	4,812 85	12,989 59		
Mount Pleasant and Latrobe,		460,395 28		
Nesquebeck,	1,412,637 78	1,412,637 78	11,825 00	6,960 00
Nesquehoning Valley,	25,408 44	25,408 44		
Newry,	876,671 49	876,671 49		
New Castle and Beaver Valley,	3,616,721 50	50,189,459 85	58,444 76	7,056 74
New York, Chicago and St. Louis,	8,851,081 85	14,772,494 27	89,550 90	
New York, Lake Erie and Western,	2,052,724 45	2,052,724 45		
New York, Lake Erie and Western Coal,	100,000 00	100,000 00	47,693 41	
New York and Northern Pennsylvania,		151,252,383 28	20,000 00	
New York, Pennsylvania and Ohio,				

TABLE C.—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipments owned.	Total cost of road and equipment.	Value of real estate held by the company, exclusive of roadway.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
New York, Ridgway and Pittsburgh,	\$ 51,000 00	\$ 1,692,757 70	\$51,000 00	. . . . .	\$197,078 18	\$12,627 81
New York, Susquehanna and Western,	26,418,329 65	7,340 67	28,111,087 35	. . . . .	23,558 00	1,291 00
Nitany Valley,	133,576 61	4,212,139 95	18,427,065 42	. . . . .	. . . . .	. . . . .
Northern Central,	14,214,925 47	. . . . .	306,041 96	\$13,985 70	. . . . .	. . . . .
North-East Pennsylvania,	306,041 96	1,750,935 65	11,987,179 05	1,248,192 78	. . . . .	51,698 20
North Pennsylvania,	10,236,243 40	. . . . .	3,120,914 61	. . . . .	. . . . .	. . . . .
North and West Branch,	3,120,914 61	. . . . .	1,480,268 79	. . . . .	. . . . .	. . . . .
Ohio and Baltimore Short Line,	1,480,268 79	. . . . .	71,427 43	. . . . .	11,905 00	. . . . .
Oil City and Ridgway,	71,427 43	28,152,191 39	68,793,078 34	13,459,171 79	. . . . .	. . . . .
Pennsylvania,	40,640,886 95	30,738 62	377,887 21	. . . . .	35,459 51	3,139 79
Penn Gas Coal Company's	347,148 62	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Pennsylvania and New York Canal and Railroad,	8,460,474 10	. . . . .	8,460,474 10	. . . . .	. . . . .	. . . . .
Pennsylvania, Schuylkill Valley,	13,276,027 62	. . . . .	13,276,027 62	. . . . .	. . . . .	. . . . .
Peoples,	88,141 34	27,287 29	115,428 63	. . . . .	. . . . .	. . . . .
Peckione,	2,084,141 66	4,257 03	2,088,398 69	20,506 91	43,483 03	110 57
Philadelphia and Baltimore Central,	3,851,561 92	447,237 54	4,298,799 46	. . . . .	52,274 00	6,070 00
Philadelphia and Chester Valley,	1,073,613 88	. . . . .	1,073,613 88	. . . . .	49,935 53	. . . . .
Philadelphia and Erie,	26,186,163 35	. . . . .	26,186,163 35	. . . . .	90,924 18	. . . . .
Philadelphia, Germantown and Chestnut Hill,	2,000,000 00	. . . . .	2,000,000 00	. . . . .	. . . . .	. . . . .
Philadelphia, Newton and New York,	1,900,000 00	. . . . .	1,900,000 00	. . . . .	. . . . .	. . . . .
Philadelphia and Reading,	83,459,347 67	12,637,703 71	96,097,051 38	. . . . .	255,227 36	38,647 41
Philadelphia and Trenton,	2,731,418 39	. . . . .	2,731,418 39	359,514 05	. . . . .	. . . . .
Philadelphia, Wilmington and Baltimore, . . . . .	. . . . .	. . . . .	14,147,367 75	. . . . .	103,280 53	. . . . .
Pickering Valley,	481,399 08	. . . . .	481,399 08	800 00	42,601 69	. . . . .
Pine Creek,	4,637,128 06	. . . . .	4,637,128 06	. . . . .	61,993 69	. . . . .
Pittsburgh and Castle Shannon,	147,000 00	21,870 00	168,870 00	15,440 40	22,615 40	3,364 60
Pittsburgh, Chartiers and Youghiogheny,	936,741 42	228,641 29	1,165,382 71	. . . . .	43,167 80	10 536 46

Pittsburgh, Cincinnati and St. Louis, . . .	16,768,097 42	4,562,859 75	21,330,957 17	20,000 00	81,075 80	22,061 98
Pittsburgh and Connellsville,	14,536,992 67	1,734,049 57	16,271,042 24	. . . . .	97,694 87	11,653 66
Pittsburgh East End,	19,623 22	. . . . .	19,623 22	. . . . .	. . . . .	. . . . .
Pittsburgh, Fort Wayne and Chicago, . .	48,310,456 64	. . . . .	48,310,456 64	. . . . .	. . . . .	. . . . .
Pittsburgh Junction,	3,063,561 46	. . . . .	3,072,636 17	. . . . .	. . . . .	. . . . .
Pittsburgh and Lake Erie,	9,074 71	. . . . .	7,106,009 92	. . . . .	. . . . .	. . . . .
Pittsburgh and Mansfield,	1,537,142 14	. . . . .	300 00	36,000 00	78,512 16	21,671 25
Pittsburgh, McKeesport and Yough-	300 00	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
ioheny,	5,704,633 39	383,046 79	6,087,680 18	. . . . .	91,580 48	6,150 39
Pittsburgh, Youngstown and Ashtabula, .	5,801,892 89	232,335 00	6,034,227 89	. . . . .	47,525 34	1,903 13
Pomeroy and Newark,	602,056 25	. . . . .	502,056 25	. . . . .	. . . . .	. . . . .
Reading and Columbia,	2,189,327 94	245,241 18	2,434,569 12	65,632 67	45,888 24	5,140 25
Rew City and Eldred,	108,808 17	4,219 23	113,087 40	. . . . .	8,952 97	337 54
Ridgway and Clearfield,	981,920 22	. . . . .	981,920 22	. . . . .	. . . . .	. . . . .
River Front,	561,277 72	. . . . .	561,277 72	. . . . .	. . . . .	. . . . .
Salisbury,	248,846 25	. . . . .	258,570 75	. . . . .	. . . . .	. . . . .
Schuylkill and Lehigh,	1,063,800 32	. . . . .	1,063,800 32	. . . . .	21,828 00	853 03
Schuylkill River East Side,	9,000,000 00	. . . . .	9,000,000 00	. . . . .	. . . . .	. . . . .
Schuylkill Valley Navigation Railroad, .	576,840 94	. . . . .	576,840 94	. . . . .	. . . . .	. . . . .
Shamokin, Sunbury and Lewisburg, . .	2,670,255 86	. . . . .	2,670,255 86	19,870 00	85,860 29	. . . . .
Shamokin Valley and Pottsville,	2,875,700 00	. . . . .	2,875,700 00	. . . . .	. . . . .	. . . . .
Sharon,	584,486 18	. . . . .	584,486 18	26,500 00	23,000 00	. . . . .
Sharpsville,	421,609 54	26,856 19	448,465 73	. . . . .	18,713 25	1,192 02
Shenango Valley,	111,858 98	. . . . .	111,858 98	. . . . .	63,197 16	. . . . .
Sinemahoning Valley,	90,000 00	. . . . .	90,000 00	. . . . .	. . . . .	. . . . .
Slate Run,	74,253 13	10,664 69	84,917 82	2,150 00	4,950 00	. . . . .
Somerset County,	74,293 06	. . . . .	74,293 06	. . . . .	. . . . .	. . . . .
Somerset and Cambria,	1,334,778 74	. . . . .	1,334,778 74	. . . . .	29,661 75	. . . . .
South Mountain,	345,125 12	45,639 29	390,764 41	1,544 47	. . . . .	2,566 98
Southern Pennsylvania,	625,000 00	. . . . .	625,000 00	. . . . .	27,173 90	. . . . .
South-West Pennsylvania,	1,943,996 74	. . . . .	1,943,996 74	. . . . .	. . . . .	. . . . .
State Line,	146,107 23	. . . . .	146,107 23	. . . . .	42,972 71	. . . . .
Stewart,	7,322 59	. . . . .	7,322 59	. . . . .	. . . . .	. . . . .
Stewartstown,	68,899 17	7,168 48	76,067 65	2,200 00	. . . . .	. . . . .
Stony Creek,	552,704 75	497 34	553,202 09	46,569 31	42,320 42	44 60
Susquehanna and Clearfield,	570,912 55	. . . . .	570,912 55	. . . . .	. . . . .	. . . . .
Sunbury, Hazleton and Wilkes-Barre, . .	3,535,109 96	. . . . .	3,535,109 96	. . . . .	. . . . .	. . . . .
Tioga,	1,473,846 82	. . . . .	1,473,846 82	. . . . .	31,770 79	. . . . .
Tionesta Valley,	146,235 03	63,455 08	209,690 11	. . . . .	8,224 17	3,525 28
Tipton,	43,250 00	. . . . .	43,250 00	. . . . .	. . . . .	. . . . .
Trescow,	233,537 02	. . . . .	233,537 02	. . . . .	. . . . .	. . . . .
Tyrone and Clearfield,	1,905,272 95	. . . . .	1,905,272 95	. . . . .	. . . . .	. . . . .
Turtle Creek Valley,	44,333 03	. . . . .	44,333 03	. . . . .	. . . . .	. . . . .

TABLE C.—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipments owned.	Total cost of road and equipment.	Value of real estate held by the company, exclusive of roadway.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Ursina and North Fork,	\$30,000 00		\$30,000 00			
Warren and Farnsworth,	123,431 71	\$44,917 77	168,349 48		\$7,480 71	\$2,722 29
Waynesburg and Washington,	201,722 59	43,990 86	245,713 45	\$11,300 00	7,165 00	1,562 73
West Chester,	276,389 50		276,389 50			
Western Maryland,	5,301,423 38		5,301,423 38			
Western New York and Pennsylvania,	57,955,425 01	2,156,923 82	60,112,348 83		93,271 89	3,471 29
Western Pennsylvania,	6,137,192 19		6,137,192 19			
Wheeling, Pittsburgh and Baltimore,	7,042,600 22		7,042,600 22			
Wilcox,	25,000 00		25,000 00			
Wilkes-Barre and Scranton,	696,469 77		696,469 77			
Wilkes-Barre and Harvey's Lake,	207,135 67		207,135 67			
Wilkes-Barre and Western,	851,100 00	11,000 00	862,100 00			
Wilmingon and Northern,	1,837,724 08	269,856 44	2,107,580 52	47,749 97	20,833 51	3,059 25
Wind Gap and Delaware,	157,542 17		157,542 17			
York and Peach Bottom,	513,656 60	77,552 13	591,208 73		12,841 41	1,938 80
Youghiogheny Northern,	400,000 00		400,000 00		199,578 50	
Total,	\$926,641,444 60	\$126,826,126 93	\$1,053,467,571 53	\$16,059,307 77		

TABLE D.—CHARACTERISTICS OF ROAD.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length in miles of leased roads.	Length in miles of operated roads.	Total number of miles operated.	Total number of miles operated in Pennsylv- ania.	Aggregate length of all tracks in Penn- sylvania.	Miles of steel rail on lines owned and op- erated.	Miles of iron rail on lines owned and op- erated.	Length of telegraph lines in Pennsylv- ania.	Number of miles of telegraph wire in Pennsylvania.
Addison and Pennsylvania,	41.00	.....	.....	.....	41.00	30.50	.....	16.00	25.00	30.50	30.50
Allegheny Valley,	242.20	17.20	.....	.....	259.40	259.40	391.43	283.82	107.61	250.00	389.00
Allentown,	4.50	.....	.....	.....	4.50	4.50	4.90	.....	4.90	.....	.....
Arnot and Pine Creek,	11.83	.....	.....	.....	11.83	11.83	16.49	.....	16.49	11.83	11.83
Bald Eagle Valley,	51.20	28.33	.....	.....	79.53	79.53	91.41	77.77	13.64	71.30	78.00
Baltimore and Cumberland Valley,	4.55	.....	.....	.....	4.55	4.55	5.71	4.55	1.16	.....	.....
Baltimore and Cumberland Valley exten- sion,	26.52	.....	.....	.....	26.52	26.52	28.53	26.52	2.01	.....	.....
Baltimore and Harrisburg,	58.70	7.30	.....	12.00	78.00	53.90	62.20	51.20	37.40	.....	.....
Baltimore and Philadelphia,	36.08	19.02	.....	.....	56.00	17.07	39.09	87.01	23.00	.....	71.01
Bangor and Portland,	27.97	4.54	.....	.....	32.51	32.51	42.51	32.51	10.00	33.00	33.00
Barclay Coal Company's railroad,	16.23	.....	.....	.....	16.23	16.23	22.81	8.23	14.58	17.00	17.00
Bedford and Bridgeport,	38.70	10.50	.....	.....	49.20	49.20	54.68	38.70	15.98	.....	.....
Beech Creek,	104.27	27.95	.....	.....	132.22	132.22	165.12	162.89	2.23	114.08	255.08
Bel's Gap,	25.32	.....	39.38	.....	64.70	64.70	34.56	.....	.....	25.32	25.32
Bellefonte, Niftany and Lemont,	9.45	.....	.....	.....	9.45	9.45	10.80	9.49	1.31	9.45	9.45
Berlin,	8.00	.....	.....	.....	8.00	8.00	8.90	.....	8.90	.....	.....
Berlin Branch,	7.40	.....	.....	.....	7.40	7.40	.....	.....	7.40	.....	.....
Bradford,	14.00	.....	.....	.....	14.00	14.00	.....	.....	.....	.....	.....
Bradford, Bordell and Kinzua,	15.00	1.93	45.39	.....	62.32	62.32	70.54	35.73	26.59	.....	.....
Bradford, Bordell and Smethport,	10.23	.....	.....	.....	10.23	10.23	12.44	10.23	.....	.....	.....
Bradford, Eldred and Cuba,	23.71	.....	29.98	.....	53.69	5.74	6.65	2.10	51.59	.....	.....
Bradford, Richburg and Cuba,	9.36	.....	.....	.....	9.36	9.36	6.65	2.10	7.26	.....	.....
Brookwayville and Punxsutawney,	25.00	.....	.....	.....	25.00	25.00	.....	.....	.....	.....	.....
Buffalo Run, Bellefonte and Bald Eagle,	23.20	.....	.....	.....	23.20	23.20	.....	23.20	.....	.....	.....
Buffalo, Bradford and Pittsburg,	26.17	.....	.....	.....	26.17	18.18	29.43	30.56	11.48	18.00	27.00
Buffalo, Rochester and Pittsburg,	215.65	6.62	26.03	38.23	286.53	117.32	154.68	368.55	.....	115.00	235.00
Cambria and Clearfield,	9.45	7.89	.....	.....	17.34	17.34	18.32	18.32	.....	.....	.....
Catawissa,	94.00	4.50	.....	.....	98.50	98.50	125.50	.....	.....	.....	.....
Catasauqua and Fogelsville,	20.01	5.50	.....	.....	25.50	25.50	33.50	12.00	21.50	15.00	30.00
Chartiers,	22.76	.....	.72	.....	23.48	23.48	28.69	24.50	4.19	22.76	22.76
Cherry Grove,	11.00	.....	.....	.....	11.00	11.00	11.00	.....	.....	.....	.....
Chester and Delaware River,	4.40	.....	.....	.....	4.40	4.40	7.60	.10	7.50	.....	.....
Chester Creek,	6.69	.....	.....	.....	6.69	6.69	9.02	6.69	2.33	.....	.....
Chestnut Hill,	4.12	.....	.....	.....	4.12	4.12	4.12	.....	.....	.....	.....
Clearfield and Jefferson,	36.88	2.50	.....	.....	39.38	39.38	46.71	46.71	.....	.....	.....

TABLE D.—CHARACTERISTICS OF ROAD—CONTINUED.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length in miles of leased roads.	Length in miles of operated roads.	Total number of miles operated.	Total number of miles operated in Pennsyl- vania.	Aggregate length of all tracks in Penn- sylvania.	Miles of steel rail on lines owned and op- erated.	Miles of iron rail on lines owned and op- erated.	Length of telegraph lines in Pennsylva- nia.	Number of miles of telegraph wire in Pennsylvania.
Cleveland and Pittsburgh.....	167.24	31.10	25.64	223.98	40.57	50.72	196.76	1.58	15.00	104.00	
Colebrookdale.....	12.40			12.80	12.80	15.60	6.10	9.50			
Columbia and Port Deposit.....	39.83			43.53	28.97	34.12	41.41	10.28	28.97	57.94	
Connecting.....	6.75			6.75	6.75	38.77	36.96	1.81	6.75	80.86	
Corning, Cowanesque and Antrim.....	53.00	31.94		84.94	84.94	92.12	116.17	8.44	38.00	76.00	
Cornwall.....	12.67			12.67	12.67	28.87	21.20	7.67	14.00	14.00	
Cornwall and Lebanon.....	21.06	1.05		23.01	23.01	42.04	42.04		22.00	38.00	
Coudersport and Port Allegheny.....	17.00			17.00	17.00	20.00		20.00	17.00	17.00	
Cresson, Clearfield County and New York Short Route.....	38.00			27.50	27.50	30.95	30.95		27.50	27.50	
Cumberland Valley.....	82.20	42.90		125.10	99.40	133.38	99.21	61.55			
Delaware and Hudson Canal Company's Railroad.....	94.78		21.95	116.73	99.08				97.00	158.00	
Delaware, Lackawanna and Western.....	114.61	96.73	6.41	217.75	217.75	548.58	460.70	87.88	114.69	162.69	
Delaware River and Lancaster.....	83.00										
Dillsburg and Mechanicsburg.....	7.70	2.00		9.70	9.70	13.27	5.00	8.27			
Downingtown and Lancaster.....	28.11			28.11	28.11	29.69	16.91	12.78	28.11	28.11	
Dunkirk, Allegheny Valley and Pittsburgh, Easton and Bangor.....	90.06			90.06	48.03	54.01	83.04	21.06	48.03	96.06	
East Broad Top.....	20.00		9.36	39.36	39.36	47.57	36.49	11.08			
East Mahanoy.....	30.00			14.09	14.09	22.69	20.15	2.94			
East Pennsylvania.....	7.56	6.53		36.00	36.00	71.50	27.80	43.70			
Ebensburg and Cresson.....	36.00			11.00	11.00	12.50	5.00	6.00			
Edgewood.....	11.00			1.00	1.00	1.00		1.00			
Elmira and Williamsport.....	75.50			75.50	69.00	93.82	83.78	22.42	69.00	138.40	
Eric and Pittsburgh.....	81.00	3.47		84.47	84.47	123.03					
Eric and Wyoming Valley.....	60.00	17.00	1.50	79.50	79.50	112.50	112.50				
Fairchance and State Line.....	9.00			9.00							
Fayette County.....	12.67			12.67	12.67		12.67				
Frankford and Holmesburg.....	4.16			4.16	4.16	5.02	4.44	.58	4.16	8.32	
Gettysburg and Harrisburg.....	21.60	3.00		24.60	24.60	25.40	21.60	3.80	24.60		
Greenlick Narrow Gauge.....	3.56			3.56	3.56	4.00	.43	3.56			
Grassy Island.....	1.00			1.00	1.00		1.00				
Hanover and York.....	18.35			18.35	18.35						
Harrisburg, Portsmouth, Mt. Joy and Lan- caster.....	35.59	18.15		53.74	53.74	122.45	118.54	3.91	28.14	274.77	

Harrisburg and Potomac,	32.00	4.09	.....	36.09	36.03	41.00	5.00	36.00	11.00	11.00
Huntingdon and Broad Top Mountain,	45.00	19.02	.....	64.02	64.02	81.05	51.02	30.03	53.00	58.00
Huntton,	9.00	.....	9.00	9.00	9.00	12.00	1.50	10.50	.....	.....
Jamestown and Franklin,	51.10	2.58	.....	53.63	53.63	70.63	64.00	6.63	.....	.....
Jefferson,	44.81	.....	44.81	44.81	44.81	98.08	93.47	2.60	46.00	63.00
Jones Lake,	1.00	.....	.....	1.50	1.50	.....	1.50	.....	.....	.....
Johnsonburg and Bradford,	42.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Junction,	3.56	.....	.....	3.56	3.56	9.33	8.55	.78	1.07	15.73
Kendall and Eldred,	18.00	.....	.....	18.00	18.00	.....	.....	.....	.....	.....
Keystone and Tacony,	1.04	.....	1.04	1.04	1.04	1.76	1.76	.....	.....	.....
Keystone Coal Company's railroad,	5.05	.....	.....	5.05	5.05	.....	.05	5.00	.....	.....
Kinzua,	12.00	.....	.....	12.00	12.00	.....	.....	.....	.....	.....
Kinzua Creek and Kane,	5.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Mehlgin Southern,	540.49	478.73	322.55	1,341.77	102.39	195.04	1,947.78	365.08	146.00	1,026.00
Lancaster and Reading Narrow Gauge,	34.00	15.50	.....	.....	.....	.....	.....	.....	.....	.....
Lehigh and Eastern,	99.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lehigh and Lackawanna,	15.00	10.00	.....	35.00	35.00	40.07	16.80	23.27	.....	.....
Lehigh Valley,	105.50	54.96	27.51	222.68	222.68	428.75	288.71	140.04	.....	.....
Lewisburg and Tyrone,	159.61	215.89	9.53	385.03	301.04	703.57	784.74	154.77	182.40	846.90
Ligonier Valley,	77.50	7.34	.....	84.84	84.84	93.48	40.31	53.17	81.65	83.65
Little Saw-Mill Run,	10.50	.....	.....	10.50	10.50	14.00	13.50	.50	10.50	21.00
Little Schuylkill Navigation,	5.00	.....	.....	3.00	3.00	4.05	3.00	1.05	.....	.....
Littlestown,	28.10	3.00	14.19	45.19	45.19	.....	.....	.....	.....	.....
Loyalsock,	9.30	.....	.....	9.30	9.30	.....	.....	.....	.....	.....
Lykens Valley,	8.73	.....	.....	8.73	8.73	10.36	9.45	.71	.....	.....
Martin's Creek,	19.70	.....	.....	19.70	19.70	28.32	19.96	8.36	19.70	19.70
McKean and Buffalo, .....	.15	.....	.....	.15	.15	.15	.15	.....	.....	.....
McKean and Buffalo,	22.15	.....	.....	22.15	22.15	.....	.....	.....	.....	.....
McKeesport and Belle Vernon,	2.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
McKeesport and Bessemer,	4.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Meadville and Linesville,	20.50	.....	.....	20.50	20.50	23.00	1.00	22.00	20.50	20.50
Middletown and Hummelstown,	5.50	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mifflin and Centre County,	12.31	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mill Creek and Mine Hill Navigation,	3.80	3.47	.....	12.43	12.43	18.43	7.93	10.50	7.05	7.06
Mine Hill and Schuylkill Haven,	68.50	.....	.....	7.27	7.27	137.50	5.31	20.00	.....	.....
Mineral Ridge,	4.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Monticello Connecting,	1.05	3.91	.....	4.96	4.96	.....	3.51	.....	.....	.....
Mont Alto,	17.89	.....	.....	17.89	17.89	19.89	8.25	11.04	19.25	20.50
Montour,	11.50	.....	.....	11.50	11.50	.....	11.50	.....	.....	.....
Montrose,	28.00	.....	.....	28.00	28.00	.....	.....	.....	.....	.....
Mount Carbon and Port Carbon,	2.50	.....	.....	2.50	2.50	18.90	5.20	23.00	.....	.....
Mount Pleasant and Broad Ford,	9.70	.....	.....	9.70	9.70	12.20	2.50	2.50	9.70	29.10
Nesquehoning Valley,	11.96	.....	.....	11.96	11.96	14.19	14.17	.02	12.00	24.00
Nesquehoning Valley,	16.45	1.00	.....	17.65	17.65	30.47	29.47	1.00	.....	.....
Newry,	1.00	.....	.....	1.00	1.00	1.13	1.13	1.13	14.09	65.05
New Castle and Beaver Valley,	14.98	.....	.....	14.98	14.98	24.17	14.98	.50	.....	.....
New Castle and Butler,	2.00	.....	.....	2.00	2.00	2.00	1.50	.....	.....	.....
New Castle Railroad and Mining,	3.50	.....	.....	3.50	3.50	.....	.....	.....	.....	.....
New York, Chicago and St. Louis,	502.56	10.50	9.96	523.02	43.98	52.10	626.03	51.34	43.98	703.68
New York, Lackawanna and Western,	6.41	.....	.....	6.41	6.41	12.82	12.82	.....	.....	.....
New York, Lake Erie and Western,	459.00	578.00	.....	1,031.00	.....	73.48	55.70	17.78	47.56	47.56
New York, Lake Erie and Western Coal,	47.56	4.87	.....	52.43	52.43	.....	.....	4.08	5.00	5.00
New York and Northern Pennsylvania,	5.00	.....	.....	5.00	5.00	5.50	1.00	.....	.....	.....

TABLE D.—CHARACTERISTICS OF ROAD—CONTINUED.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of leased roads.	Length in miles of operated roads.	Total number of miles operated.	Total number of miles operated in Pennsyl- vania.	Aggregate length of all tracks in Penn- sylvania.	Miles of steel rail on lines owned and op- erated.	Miles of iron rail on lines owned and op- erated.	Length of telegraph lines in Pennsylva- nia.	Number of miles of telegraph wire in Pennsylvania.
New York, Pennsylvania and Ohio,	388.03	46.60	.....	576.81	143.81	.....	.....	.....	.....	.....
New York, Ridgway and Pittsburgh,	80.00	50.00	.....	154.20	15.10	.....	.....	.....	.....	.....
New York, Susquehanna and Western,	101.50	32.75	30.15	4.75	4.75	20.28	165.83	27.52	.....	.....
Nittany Valley,	4.75	.....	.....	379.97	220.03	379.48	5.67	126.38	220.12	524.84
Northern Central,	136.82	44.20	105.63	9.80	9.80	10.70	.....	.....	9.80	9.80
North-East Pennsylvania,	55.05	32.06	.....	88.02	88.02	198.03	.....	54.01	88.20	88.20
North Pennsylvania,	45.13	4.69	.....	47.82	47.82	68.60	.....	1.51	42.69	130.43
North and West Branch,	4.40	2.50	.....	6.90	6.90	8.20	.....	1.30	.....	.....
Ohio and Baltimore Short Line,	6.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oil City and Ridgway,	14.00	.....	.....	14.00	.....	.....	.....	.....	.....	.....
Olean, Bradford and Warren,	248.26	211.43	1,472.86	1,632.05	1,916.15	3,048.97	3,200.53	466.54	403.58	3,275.01
Pennsylvania,	9.79	.....	.....	9.79	9.79	14.79	.....	.....	9.79	9.79
Penn Gas Coal Company's, .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pennsylvania and New York Canal and Railroad,	104.30	26.79	24.00	155.09	154.69	353.97	305.81	54.50	.....	.....
Pennsylvania, Poughkeepsie and Boston, ..	72.00	.....	.....	.....	.....	.....	15.00	.....	.....	.....
Pennsylvania Schuylkill Valley,	101.30	17.61	.....	118.91	118.91	180.84	180.50	.34	118.70	212.30
Pennsylvania and Western, .....	.....	.....	.....	.....	29.00	.....	.....	.....	.....	.....
People's,	4.61	.....	.....	4.61	4.61	.....	.....	.....	.....	.....
Perkioner,	38.50	.....	.....	38.50	38.50	47.93	30.62	17.31	.....	.....
Philadelphia and Baltimore Central,	62.62	11.06	6.69	80.37	71.04	98.47	83.12	26.05	.....	.....
Philadelphia and Chester Valley,	2.50	.....	.....	21.50	21.50	24.00	24.00	.....	.....	.....
Philadelphia and Erie,	287.56	.....	.....	287.56	287.56	507.82	452.76	55.06	344.86	904.78
Philadelphia, Germantown and Chestnut Hill,	6.75	.....	.....	6.75	6.75	16.04	15.35	.69	6.75	28.45
Philadelphia, Germantown and Norristown, ..	17.00	12.25	.....	29.25	29.25	.....	.....	.....	.....	.....
Philadelphia Midland,	22.30	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia, Newtown and New York,	20.03	.....	.....	20.09	20.09	.....	15.00	5.09	.....	.....
Philadelphia and Reading,	98.40	228.60	516.10	1,056.00	939.40	1,937.80	1,124.30	988.60	94.30	523.92
Philadelphia and Trenton,	26.50	1.24	6.94	34.68	34.68	150.97	141.62	9.35	26.42	295.54
Philadelphia, Wilmington and Baltimore, ..	94.99	41.99	99.97	522.34	89.91	158.82	484.47	301.50	9.00	24.00
Pickering Valley,	11.30	.....	285.39	11.30	11.30	12.30	1.00	11.30	75.00	.....
Pine Creek,	74.80	.....	.....	74.80	74.80	92.89	92.80	.....	.....	150.00
Pittsburgh and Castle Shannon,	6.50	.....	.....	6.50	6.50	8.00	7.00	1.00	6.00	24.00
Pittsburgh, Chartiers and Youghiogheny, ..	15.20	.....	.....	15.20	15.20	21.70	21.20	.50	.....	.....
Pittsburgh, Cneinnati and St. Louis,	190.90	17.40	247.71	456.01	58.55	111.84	581.04	141.63	77.00	233.00

Pittsburgh and Connellsville,.....	146.70	2.10	21.50	.....	170.30	168.00	269.48	215.30	57.10	148.10	465.00
Pittsburgh East End,.....	9.50	15.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburgh, Fort Wayne and Chicago,.....	468.32	1.57	27.21	.....	497.10	63.78	156.60	.....	.....	82.00	892.00
Pittsburgh Junction,.....	4.47	2.03	.....	.....	6.55	6.55	14.39	.....	.....	.....	.....
Pittsburgh and Lake Erie,.....	68.00	2.93	64.79	.....	135.72	126.52	235.28	14.39	.....	61.08	179.00
Pittsburgh and Mansfield,.....	5.00	.....	.....	.....	5.00	5.00	.....	.....	.....	.....	.....
Pittsburgh, McKeesport and Youghiogheny,.....	56.95	5.33	2.51	.....	64.79	64.79	108.85	64.79	.....	57.00	114.00
Pittsburgh and Northeru,.....	1.00	.....	3.00	.....	4.00	4.00	4.10	.....	.....	.....	.....
Pittsburgh and Western,.....	201.32	10.07	130.50	30.34	371.93	221.34	267.68	343.90	100.19	.....	.....
Pittsburgh, Youngstown and Ashtabula,.....	93.12	28.96	.....	.....	122.08	21.90	28.80	93.12	28.96	22.00	41.00
Plymouth,.....	9.25	.....	.....	.....	9.25	9.25	.....	.....	.....	.....	.....
Pomeroy and Newark,.....	26.70	.....	.....	.....	26.70	21.66	22.97	4.84	23.37	21.66	21.66
Reading and Columbia,.....	39.85	14.61	15.28	6.36	76.10	76.10	91.26	26.83	67.43	.....	.....
Reading, Marietta and Hanover,.....	6.36	.....	.....	.....	6.36	6.36	7.07	.....	6.92	.....	.....
Rew City and Eldred,.....	12.16	.....	.....	.....	12.16	12.16	12.99	.....	12.16	.....	.....
Ridgway and Clearfield,.....	27.23	.....	.....	.....	27.23	27.23	34.03	33.27	7.79	27.23	54.46
River Front,.....	3.62	24	.....	.....	3.86	3.86	8.33	7.67	.....	.....	.....
Salisbury,.....	8.90	2.50	.....	.....	11.40	11.40	19.80	2.00	17.80	.....	.....
Schuylkill and Lehigh,.....	41.00	.....	.....	.....	44.00	44.00	47.80	2.00	45.80	.....	.....
Schuylkill River East Side,.....	4.10	6.10	.....	.....	10.20	10.20	29.30	.....	.....	.....	.....
Schuylkill Valley Navigation Railroad,.....	11.00	7.19	.....	.....	18.19	18.19	28.79	2.31	26.48	.....	.....
Shamokin, Sunbury and Lewisburg,.....	31.10	.....	.....	.....	31.10	31.10	41.76	37.26	4.50	.....	.....
Shamokin Valley and Pottsville,.....	27.30	2.48	.....	.....	29.78	29.78	51.43	34.46	16.97	26.78	55.54
Sharon,.....	7.76	11.03	.....	.....	18.81	18.81	25.83	14.00	4.81	.....	.....
Sharpsville,.....	17.00	3.53	.....	.....	23.53	23.53	25.53	3.53	19.00	.....	.....
Sharon and State Line,.....	2.00	.....	.....	.....	.....	8.00	.....	.....	.....	.....	.....
Sheffield and Spring Creek,.....	8.00	.....	.....	.....	.....	1.77	.....	1.77	.....	.....	.....
Shenango Valley,.....	1.77	.....	.....	.....	1.77	1.77	.....	.....	.....	.....	.....
Sinremahoning Valley,.....	12.23	.....	.....	.....	12.23	12.23	.....	12.23	.....	.....	.....
Slate Ridge and Delta,.....	1.00	.....	.....	.....	1.00	1.00	.....	.....	.....	.....	.....
Slate Run,.....	12.00	.....	.....	.....	12.00	12.00	15.00	15.00	.....	.....	.....
Somerset County,.....	8.70	.....	.....	.....	8.70	8.70	.....	.....	.....	.....	.....
Somerset and Cambria,.....	45.00	.....	.....	.....	45.00	45.00	52.50	43.70	8.80	45.00	135.00
South Mountain,.....	17.78	.....	.....	.....	17.78	17.78	19.78	10.00	9.78	11.00	19.00
Southern Pennsylvania,.....	21.40	.....	.....	.....	21.40	21.40	22.56	2.50	20.06	.....	.....
South-West Pennsylvania,.....	44.50	44.19	.....	.....	89.29	89.29	128.69	101.21	27.18	62.55	125.10
State Line,.....	2.40	1.00	.....	.....	3.40	3.40	.....	3.40	1.90	.....	.....
State Line and Sullivan,.....	24.00	.....	.....	.....	24.00	24.00	25.00	24.00	1.00	29.00	58.00
Stewart,.....	39	.....	.....	.....	39	39	.....	39	.....	.....	.....
Stewartstown,.....	7.20	.....	.....	.....	7.20	7.20	8.25	8.20	.....	.....	.....
Stony Creek,.....	10.30	.85	.....	.....	11.15	11.15	13.06	7.51	5.55	.....	.....
Strasburg,.....	4.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Susquehanna and Clearfield,.....	22.78	2.11	.....	.....	24.89	24.89	28.02	28.02	.....	22.50	22.50
Sunbury, Hazleton and Wilkes-Barre,.....	43.44	.....	.....	.....	43.44	43.44	53.54	47.29	6.25	43.23	255.33
Sunbury and Lewistown,.....	43.45	.....	.....	.....	43.57	43.57	49.19	43.82	5.37	49.00	49.00
Tioga,.....	42.82	3.56	18.33	.....	58.22	58.22	80.03	40.79	23.93	58.10	.....
Tionesta Valley,.....	13.00	5.00	19.00	.....	37.00	37.00	42.18	.....	.....	.....	.....
Tipton,.....	4.44	.....	.....	.....	4.44	4.44	.....	.....	.....	.....	.....
Tresekow,.....	7.00	.....	.....	.....	7.00	7.00	12.50	5.59	19	.....	.....
Tyrone and Clearfield,.....	45.72	59.38	.....	.....	105.10	105.10	9.50	5.59	3.00	49.74	55.44
Turtle Creek Valley,.....	25.00	.....	.....	.....	.....	.....	143.62	128.57	15.00	.....	.....
Warren and Farnsworth,.....	10.00	5.21	.....	.....	15.26	15.26	16.54	.....	16.54	10.16	10.16
Waynesburg and Washington,.....	23.15	.....	.....	.....	28.15	28.15	29.61	14.01	15.69	.....	.....

TABLE D.—CHARACTERISTICS OF ROAD—CONTINUED.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length in miles of leased roads.	Length in miles of operated roads.	Total number of miles operated.	Total number of miles operated in Pennsylv- ania.	Aggregate length of all trucks in Penn- sylvania.	Miles of steel rail on lines owned and op- erated.	Miles of iron rail on lines owned and op- erated.	Length of telegraph lines in Pennsylvania.	Number of miles of telegraph wire in Pennsylvania.
West Chester.....	5.00	.....	.....	.....	5.00	5.00	6.37	.....	.....	.....	.....
Western Maryland.....	90.00	.....	.....	.....	124.10	31.57	35.31	.....	.....	.....	.....
Western New York and Pennsylvania.....	621.36	.....	.....	.....	657.66	343.70	430.86	.....	.....	.....	.....
Western Pennsylvania.....	70.63	.....	.....	.....	38.23	98.23	176.96	.....	.....	.....	.....
Wheeling, Pittsburgh and Baltimore.....	27.60	.....	.....	.....	66.00	51.50	69.00	.....	.....	.....	.....
Wilcox.....	62.00	.....	.....	.....	5.36	5.26	5.59	.....	.....	.....	.....
Wilkes-Barre and Scranton.....	5.26	.....	.....	.....	3.85	3.85	6.88	.....	.....	.....	.....
Wilkes-Barre and Harvey's Lake.....	3.85	.....	.....	.....	12.29	12.29	14.22	.....	.....	.....	.....
Wilkes-Barre and western.....	12.29	.....	.....	.....	22.10	22.10	23.80	.....	.....	.....	.....
Williamsport and North Branch.....	22.10	.....	.....	.....	27.00	27.00	.....	.....	.....	.....	.....
Williamston and Northern.....	43.00	.....	.....	.....	10.63	66.82	.....	.....	.....	.....	.....
Wind Gap and Delaware.....	71.0	16.71	.....	2.42	24.00	22.00	.....	.....	.....	.....	.....
York and Peach Bottom.....	17.00	5.00	.....	.....	24.00	40.00	.....	.....	.....	.....	.....
Youghiogheny Northern.....	40.00	.....	.....	.....	40.00	40.00	.....	.....	.....	.....	.....
.....	2.23	.....	.....	.....	2.23	2.23	.....	.....	.....	.....	.....
Total.....	10,513.11	2,180.90	3,475.99	729.66	17,018.96	10,802.11	16,883.07	17,535.37	5,100.76	4,682.12	15,180.74

TABLE E.—EQUIPMENT AND PERSONS EMPLOYED.

NAME OF COMPANY.	Number of locomotives.	Number of passenger cars.	Number of baggage, mail and express cars.	Number of postal cars.	Number of freight cars, eight wheel.	Number of freight cars, four wheel.	Total number of freight cars.	Average number of persons employed, including officials.	Average number of persons employed in Pennsylvania, including officials.
Addison and Pennsylvania,	6	4	3		14		14	141	114
Allegheny Valley,	71	44	8		2,514		2,514	1,709	1,709
Baltimore and Harrisburg,	9	9	3		90		90	171	146
Baltimore and Philadelphia,	4	4	2		29		29	716	418
Bangor and Portland,	5	6	5		43		43	78	78
Barelay Coal Company's railroad,	5	3	1					50	50
Beech Creek,	23	10	2		1,225	35	1,260	641	636
Bell's Gap,	16	10			13		13	220	250
Berlin,								27	27
Bradford, Bordell and Kinzua,	5	5	1	1	70		70	105	105
Bradford, Bordell and Smethport,	1	2							
Bradford, Eldred and Cuba,	6	8	3		120		120	52	5
Buffalo, Rochester and Pittsburgh,	91	29	11		5,570		5,570	1,436	475
Catsanqua and Fogelsville,	6	5	1		3		3	60	60
Chartiers,								80	80
Cleveland and Pittsburgh,	96	43	24		3,448	24	3,472	1,820	139
Corning, Cowanesque and Antrim,	60	24	8		1,740	500	2,240	447	172
Cornwall,	9	9				57	57	125	125
Cornwall and Lebanon,	10	10	1		20	2	22	160	160
Coudersport and Port Allegheny,	3	4	1		65		65	28	28
Cresson, Clearfield County and New York Short Route,	3	3			4		4	65	65
Cumberland Valley,	28	36	11		580	7	587	695	660
Delaware and Hudson Canal Company's railroad,	81	54	9		120	4,587	4,707	2,270	2,118
Delaware, Lackawanna and Western,	237	70	43		11,066	12,803	23,869	3,550	3,550
Dunkirk, Allegheny Valley and Pittsburgh,	12	10	2		88		88	252	130
East Broad Top,	8	3	3		254	40	294	150	150
Edgewood,	1								

TABLE E.—EQUIPMENT AND PERSONS EMPLOYED—CONTINUED.

NAME OF COMPANY.	Number of locomotives.	Number of passenger cars.	Number of baggage, mail and express cars.	Number of postal cars.	Number of freight cars, eight wheel.	Number of freight cars, four wheel.	Total number of freight cars.	Average number of persons employed, including officials.	Average number of persons employed in Pennsylvania, including officials.
Elmira and Williamsport,	29	5	4		1,331		1,331	400	360
Eric and Pittsburgh,	8	10			23	6	29	450	450
Eric and Wyoming Valley,	2		2					450	450
Gettysburg and Harrisburg,	1	1					23	60	60
Greenlick Narrow Gauge,	3	5	1		24	1	25	7	25
Harrisburg and Potomac,	18	4	3		525	8	533	250	250
Huntingdon and Broad Top Mountain,	2							17	17
Ironton,								39	39
Junction,	2				70		70		
Keystone Coal Company's railroad,	525	157	93	29			17,028	12,229	825
Lake Shore and Michigan Southern,								20	20
Lehigh and Lackawanna,								3,012	3,012
Lehigh and Susquehanna,								8,000	6,500
Lehigh Valley,	361	191	36		13,321	26,792	40,113		
Ligonier Valley,	2	4			8		8	25	25
Little Saw-Mill Run,	4	1			224	74	298	32	32
Lykens Valley,	4	2			7	1	8		
Meadville and Linesville,	2	6	1		5		5	30	30
Monongahela Connecting,	4				10		10		
Mont Alto,	2	3							
Montour,	2	1						34	34
Montrose,	2	2							
Mount Pleasant and Latrobe,	1		2		22		22	25	11
Nesquehoning Valley,								111	111
New Castle and Beaver Valley,								115	115
New Castle and Butler,	2						110	9	9

TABLE E.—EQUIPMENT AND PERSONS EMPLOYED—CONTINUED.

NAME OF COMPANY.	Number of locomotives.	Number of passenger cars.	Number of baggage, mail and express cars.	Number of postal cars.	Number of freight cars, eight wheel.	Number of freight cars, four wheel.	Total number of freight cars.	Average number of persons employed, including officials.	Average number of persons employed in Pennsylvania, including officials.
State Line,	1	1	.	.	.	.	.	15	15
Stewartstown, . . . . .	.	.	.	.	.	.	.	10	10
Stony Creek, . . . . .	.	.	.	.	.	.	.	41	41
Strasburg,	1	1	.	.	1	.	1	.	.
Tioga,	13	6	3	.	132	534	666	250	.
Tionesta Valley,	3	1	1	.	.	.	109	55	.
Trescow, . . . . .	.	.	.	.	.	.	.	16	16
Ursina and North Fork,	1	1	.	.	.	.	.	7	7
Warren and Farnsworth,	2	2	.	.	36	.	36	15	15
Waynesburg and Washington,	3	3	2	.	30	.	30	62	62
Western Maryland,	28	55	13	1	542	3	545	580	.
Western New York and Pennsylvania,	120	78	36	.	6,920	26	6,946	2,603	.
Wheeling, Pittsburgh and Baltimore, . . . . .	.	.	.	.	.	.	.	506	461
Wilkes-Barre and Harvey's Lake, . . . . .	.	.	.	.	.	.	.	26	26
Wilkes-Barre and Western,	2	2	.	.	10	.	10	20	20
Williamsport and North Branch,	4	8	1	.	.	.	.	56	56
Williamsport and Northern,	20	16	10	.	.	10	196	458	216
York and Peach Bottom,	5	8	1	.	84	.	84	65	65
Total,	6,003	3,942	883	75	122,761	48,628	241,011	161,115	93,183

TABLE F.—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight and coal trains.	Total number of miles run.	Rate of speed of ordinary passenger trains.	Rate of speed of express trains.	Rate of speed of freight trains.
				Miles per hr.	Miles per hr.	Miles per hr.
Addison and Pennsylvania,	54,775	61,035	115,810	18	18	12
Allegheny Valley,	652,756	921,354	1,574,110	20	26	14
Baltimore and Harrisburg,	117,907	88,300	206,207	22	26	10
Baltimore and Philadelphia,	480,557	197,755	678,312	25	40	15
Bangor and Portland,	46,406	35,406	81,812	15	15	10
Barclay Coal Company's railroad,	18,845	33,325	52,170	16½	25	12
Beech Creek,	148,125	373,836	521,961	15	15	10
Bell's Gap,	66,621	231,562	298,183	15	15	10
Berlin,	20	33,675	33,695	15	15	10
Berlin Branch,	5,456	60,096	65,552	16	18	10
Bradford, Bordell and Kinzua,	92,192	60,096	152,288	18	18	12
Bradford, Eldred and Cuba,	41,316	20,658	61,974	25	25	15
Buffalo, Rochester and Pittsburgh,	363,711	955,575	1,319,286	15	15	12
Catsauqua and Fogelsville,	18,780	30,540	49,320	20	24	12
Chartiers,	71,423	38,770	110,193	25	33	12
Cleveland and Pittsburgh,	630,939	1,275,303	1,906,242	18	28	15
Corning, Cowanesque and Antrim,	112,157	341,214	453,371	30	30	15
Cornwall,	43,200	22,424	65,624	17	17	9
Cornwall and Lebanon,	96,265	73,057	169,322	17	17	9
Coudersport and Port Allegheny,	31,900	30,788	62,688	28	32	12
Cresson, Clearfield County and New York Short Route,	49,272	157,019	206,291	20	27	12
Cumberland Valley,	307,906	1,138,274	1,446,180	25	35	12
Delaware and Hudson Canal Company's railroad,	240,484	7,270,628	7,511,112	24	24	12
Delaware, Lackawanna and Western,	1,024,185	5,884	1,029,069	24	24	12
Dillsburg and Mechanicsburg,	11,154	17,938	29,092	24	24	12

TABLE F.—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS—CONTINUED.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight and coal trains.	Total number of miles run.	Rate of speed of ordinary passenger trains.	Rate of speed of express trains.	Rate of speed of freight trains.
				<i>Miles per hr.</i>	<i>Miles per hr.</i>	<i>Miles per hr.</i>
Dunkirk, Allegheny Valley and Pittsburgh,	123,988	113,685	237,673	24	24	13
East Broad Top,	39,919	54,076	94,025	15	22	12
Elmira and Williamsport,	153,036	836,029	989,065	26	30	10
Erie and Pittsburgh,	167,679	348,781	516,460	27	30	12
Erie and Wyoming Valley,	84,023	160,902	244,925	20	30	15
Frankford and Holmesburg,	23,856	2,952	26,808	20	49	12
Gettysburg and Harrisburg,	79,340	21,148	100,488	25	24½	15
Harrisburg and Potomac,	58,055	227,435	285,490	24½	24½	12
Huntingdon and Broad Top Mountain,	10,125	10,125	10,125	25	30	6
Ironton,	68,000	40,000	108,000	25	30	10
Junction,	3,640,797	7,137,153	10,777,950	30	35	14
Lake Shore and Michigan Southern,	39,520	19,588	59,108	22	30	10
Lehigh and Laekawanna,	487,473	2,295,222	2,782,695	25	30	12
Lehigh and Susquehanna,	28,343	7,894	36,237	30	45	18
Lehigh Valley,	6,594	14,130	20,724	15	15	15
Ligonier Valley,	16,138	28,950	45,088	24½	25	6 to 10
Little Saw-Mill Run,	41,512	13,520	55,032	22	22	11
Lykens Valley,	28,343	7,894	36,237	22	22	15
Meadville and Linesville,	43,836	52,648	96,484	20	25	12
Mont Alto,	461,548	3,442,216	3,903,764	27	30	15
Montrose,	43,836	52,648	96,484	27	30	14
Mount Pleasant and Broad Ford,	43,836	52,648	96,484	27	30	12
Nesquehoning Valley,	43,836	52,648	96,484	27	30	15
New Castle and Beaver Valley,	43,836	52,648	96,484	27	30	15
New York, Chicago and St. Louis,	461,548	3,442,216	3,903,764	27	30	14

New York, Lake Erie and Western,	4,801,305	8,624,638	13,425,943	28	35	12 to 15
New York, Lake Erie and Western Coal,	15,024	138,141	153,165	15	18	12
New York and Northern Pennsylvania,	4,680	3,744	8,424	14	18	14
New York, Pennsylvania and Ohio,	1,708,969	4,418,730	6,127,699	25	35	15 to 20
New York, Susquehanna and Western,	429,115	414,118	843,233	30		12
Nittany Valley,		4,344	4,344			10
Northern Central,	729,782	1,039,398	1,769,180	25	31	11
North-East Pennsylvania,	41,972	6,115	48,087	20		
Ohio and Baltimore Short Line,		38,280	38,280			12
Pennsylvania,	31,985,428	347,658,167	379,643,595	24		10
Penn Gas Coal Company's,	12,000	15,000	27,000	25	30	15
Pennsylvania and New York Canal and Railroad,	354,095	826,307	1,180,402	20		12 to 15
Perkionen,	122,797	84,657	207,454	22		15
Philadelphia and Erie,	595,814	1,552,395	2,148,209	25		10
Philadelphia, Germantown and Chestnut Hill,	150,084	25,920	176,004	20	25	15
Philadelphia, Newtown and New York,	129,058	16,970	146,028	20		12
Philadelphia and Reading,	3,956,915	6,831,404	10,788,319			
Philadelphia and Trenton,	710,020	957,816	1,667,836	20	49	18
Philadelphia, Wilmington and Baltimore,	2,148,706	2,278,352	4,427,058	21	45	15 to 18
Pine Creek,	89,483	426,083	515,566	18	28	15
Pittsburgh and Castle Shannon,	43,700	7,600	51,300	12		12
Pittsburgh, Charties and Youghiogheny,	37,600	40,848	78,448	20		10
Pittsburgh, Cincinnati and St. Louis,	1,169,086	2,810,964	3,980,050	20	28	15
Pittsburgh and Connellsville,	741,184	2,039,902	2,781,086	20	25	12
Pittsburgh, Fort Wayne and Chicago,	2,625,993	3,961,950	6,587,943	25	35	15
Pittsburgh and Lake Erie,	332,873	435,222	768,095	25	40	20
Pittsburgh, McKeesport and Youghiogheny,	116,337	214,588	330,925	28	35	12
Pittsburgh and Western,	386,508	485,216	871,724			
Pittsburgh, Youngstown and Ashtabula,	211,879	417,868	629,747	27	30	15
Reading and Columbia,	185,482	204,652	390,134	20		13
Salisbury,	84	36,040	36,124	20		12
Shamokin Valley and Pottsville,	40,168	67,094	107,262	25		15
Sharpsville,			24,718	10	10	10
Sinmenaboning Valley,			15,024			
Slate Run,		29,000	29,000			10
Somerset County,		8,500	8,500			8
Somerset and Cambria,	70,209	122,790	192,999	20		12
South Mountain,	34,221	6,556	40,777			
Southern Pennsylvania,	16,638	15,450	32,088			
State Line,		33,945	33,945			
Stewartstown,				14	14	12
Stony Creek,	37,677	6,448	44,125	25		12
Tioga,	103,690	179,801	283,491	22		12

TABLE F.—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS—CONTINUED.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight and coal trains.	Total number of miles run.	Rate of speed of ordinary passenger trains.	Rate of speed of express trains.	Rate of speed of freight trains.
				Miles per hr.	Miles per hr.	Miles per hr.
Tionesta Valley,	31,050	13,500	44,550	20	20	12
Ursina and North Fork,				8	8	8
Warren and Farnsworth,	10,480	6,243	16,723	10		8
Waynesburg and Washington,	38,521	30,971	69,492	15		10
Western Maryland,	451,140	357,093	808,233	20	30	10
Western New York and Pennsylvania,	1,050,598	1,474,320	2,524,918	25	30	15
Wheeling, Pittsburgh and Baltimore,	241,239	674,815	916,054	20	25	12
Wilkes-Barre and Scranton,				25	30	12
Wilkes-Barre and Western,			29,000	15		
Williamsport and North Branch,	31,824	20,028	51,852			
Wilmington and Northern,	204,535	344,795	549,330			
York and Pease Bottom,			89,642	15		10
Total,	66,488,022	417,619,585	484,325,991			

TABLE G.—NUMBER OF PASSENGERS CARRIED AND RATE OF FARE CHARGED IN CENTS PER MILE.

NAME OF COMPANY.	Number of through passengers.	Number of local passengers.	Total number of passengers.	Number of miles traveled.	Number of passengers carried one mile in Pennsylvania.	Rate of fare for first-class through passengers.	Rate of fare for second class through passenger.	Rate of fare for first-class local passengers.	Rate of fare for second-class local passengers.
						Cents.	Cents.	Cents.	Cents.
Addison and Pennsylvania,	26,705	1,436,666	1,463,371	21,178,043	857,630	3	3	3	3
Allegheny Valley,		42,967	42,967	163,649	21,178,043	2.18		2.66	
Baltimore and Cumberland Valley,					163,649	*1.99			
Baltimore and Cumberland Valley Extension,									
Baltimore and Harrisburg,		53,233	53,233	660,933	660,933	*1.97			
Baltimore and Philadelphia,		109,207	109,207	1,996,754	1,996,754	*1.50			
Bangor and Portland,			781,697	9,972,408	3,027,338	*1.5			
Barclay Coal Company's Railroad,		31,823	31,823	280,689	280,689	2.8183			
Beech Creek,		115,079	126,898	2,677,938	2,677,938				
Bell's Gap,	11,819				1,633,885	*2.4			
Berlin,	4,445		7,603	58,406			3 to 4		
Berlin Branch,		63,711	4,445				3½		
Bradford, Bordell and Kinzua,			63,711	764,526	764,526		4		
Bradford, Eldred and Cuba,									
Buffalo, Rochester and Pittsburgh,	12,035	411,738	423,773	9,696,964			*2.35		
Catsauqua and Fogelsville,	500	10,781	11,281	84,046	84,046	3½		3½	
Chartiers,		300,499	300,499	3,378,978	3,378,978			2.71	
Cleveland and Pittsburgh,	12,356	1,252,393	1,264,749	25,449,764	1,538,799	2.18		2.49	
Corning, Cowanesque and Antrim,	19,504	162,599	182,103	2,330,069	1,617,731	3			
Cornwall,	22,846	110,621	133,467	716,636	716,636	2 to 3		2 to 3	
Cornwall and Lebanon,					1,626,228				
Coudersport and Port Allegheny,	11,023	13,604	24,627	242,114	286,400	3		3½	

TABLE G.—NUMBER OF PASSENGERS CARRIED AND RATE OF FARE CHARGED IN CENTS PER MILE—CONTINUED.

NAME OF COMPANY.	Number of through passengers.	Number of local passengers.	Total number of passengers.	Number of miles traveled.	Number of passengers carried one mile in Pennsylvania.	Rate of fare for first-class through passengers.	Rate of fare for second-class through passengers.	Rate of fare for first-class local passengers.	Rate of fare for second-class local passengers.
						Cents.	Cents.	Cents.	Cents.
Cresson, Clearfield County and New York Short Route,	11,291	78,579	78,579	655,465	655,464	2.577			
Cumberland Valley,		648,132	659,423	11,075,725	10,379,756			2.372	
Delaware and Hudson Canal Company's Railroad,	11,329	1,016,400	1,027,729	10,160,490	9,922,841	2½ to 3	1½ to 2	2.8 to 3	2
Delaware, Lackawanna and Western,	269,087	1,238,868	1,507,955	36,835,793	36,835,793	2	2	3	3
Dillsburg and Mechanicsburg,		122,994	122,994	610,442	610,442	1.845		1.845	
Dunkirk, Allegheny Valley and Pittsburgh,	9,274	139,262	148,536	2,538,001		2.8		2.8	
East Broad Top,			72,861	692,652	692,652	3½		3½	
Elmira and Williamsport,			230,557	6,303,109	5,760,455	2.449			
Erie and Pittsburgh,	16,373	232,850	249,223	4,779,921	4,779,921	2.14		2.02	
Erie and Wyoming Valley,	12,139	87,638	99,767	1,935,130	1,935,130	1.75		1.62	
Frankford and Holmesburg,	59,191	101,338	160,529	366,258	366,258	1.911		2.263	
Gettysburg and Harrisburg,			96,122	1,580,213	1,580,213	1.835			
Green Lick Narrow Gauge,						3			
Harrisburg and Potomac,		15,620	15,620						
Huntingdon and Broad Top Mountain,	10,414	76,545	86,959	1,466,611	1,466,611	3		3	
Lake Shore and Michigan Southern,	102,726	3,948,978	4,051,704	197,766,183	28,922,704	2½	1¾	2½ to 3	2
Lehigh Valley,			3,627,967	47,311,629		2,2½, 3		2,2½, 3, 3½	
Ligonier Valley,	17,177	59,622	76,799	533,314	533,314	*.02 ⁸⁶ / ₁₀₀			
Little Saw-Mill Run,	36,330		36,330	6,590	108,990				
Lykens Valley,			40,795	431,981	431,981				
Meadville and Linesville,	13,709	25,938	39,647	834,577	834,577	*2.660			
Mont Alto,	7,926	53,334	61,260		704,490	*.01 ³ / ₁₆			

Montrose,	20, 191	626, 978	300, 771	*.0259
Mount Pleasant and Broad Ford,	134, 586	626, 978	626, 978	*.95
New Castle and Beaver Valley,	171, 092	1, 194, 176	1, 194, 176	2.78
New York, Chicago and St. Louis,	478, 249	16, 570, 169	1, 421, 873	1.97
New York, Lake Erie and Western,	378, 245	8, 543, 684	1, 668	1.60
New York, Lake Erie and Western Coal,	9, 222	28, 740	161, 719	1.590
New York and Northern Pennsylvania,	9, 966	43, 495	44, 847	1.256
New York, Pennsylvania and Ohio,	1, 336, 230	1, 578, 563	20, 191	3
New York, Susquehanna and Western,	1, 085, 498	31, 839, 149	23, 593, 038	1.701
Northern Central,	3, 040, 335	785, 983	785, 983	*2.252
North-East Pennsylvania,	126, 320	331, 080, 813	330, 022, 613	*2.14
Pennsylvania,	18, 022, 123	19, 383	137, 500	3½
Penn Gas Coal Company's,	173, 077	1, 684, 213	1, 084, 213	3½
Perkiomen,	2, 387	282, 095	282, 095	2.48
Philadelphia and Chester Valley,	1, 181, 228	23, 242, 186	23, 242, 186	*2.594
Philadelphia and Erie,	2, 533	8, 740, 970	8, 740, 970	*1.988
Philadelphia, Germantown and Chestnut Hill,	321, 990	175, 900, 689	165, 540, 858	3
Philadelphia and Reading,	1, 727, 823	7, 096, 083	95, 508, 483	*1.967
Philadelphia and Trenton,	611, 013	7, 372, 202	67, 885, 871	*2.152
Philadelphia, Wilmington and Baltimore,	3, 252	106, 579	2, 059, 865	3
Pine Creek,	98, 056	451, 968	1, 220, 000	3
Pittsburgh and Castle Shannon,	110, 776	522, 283	522, 283	1.749
Pittsburgh, Chartiers and Youghiogheny,	188, 464	50, 984, 520	8, 910, 094	2.25
Pittsburgh, Cincinnati and St. Louis,	87, 619	26, 934, 194	26, 934, 149	2.19
Pittsburgh and Connellsville,	2, 782	128, 680, 243	17, 024, 546	*2.1
Pittsburgh, Fort Wayne and Chicago,	2, 782	13, 064, 317	11, 384, 619	2.18
Pittsburgh and Lake Erie,	265, 967	1, 986, 529	1, 938, 804	2.6
Pittsburgh, McKeesport and Youghiogheny,	351, 901	5, 395, 523	1, 393, 377	2
Pittsburgh, Youngstown and Ashtabula,	445, 362	5, 822, 705	5, 822, 705	3
Reading and Columbia,	5, 815	42, 397	42, 397	2.17
Salisbury,	281, 110	2, 058, 881	2, 058, 881	*2.5
Shamokin Valley and Pottsville,	82, 725	1, 356, 769	1, 356, 769	*2.024
Sharpsville,	100, 668	927, 385	927, 385	*4.17
Sinemahoning Valley,	25, 335	331, 041	331, 041	5
Somerset and Cambria,	15, 181	691, 641	691, 641	*2.3
South Mountain,	54, 074	2, 541, 890	2, 541, 890	*2.587
Southern Pennsylvania,	105, 345	27, 656	27, 656	2.995
Stewartstown,	127, 115	27, 656	27, 656	3
Stony Creek,	40, 043	691, 641	691, 641	2.197
Tioga,	79, 296	184, 641	184, 641	2.191
Tionesta Valley,	6, 944	134, 059	134, 059	.02188
Warren and Farnsworth,	3, 085	27, 656	27, 656	.0110000
				4
				5

TABLE G.—NUMBER OF PASSENGERS CARRIED AND RATE OF FARE CHARGED IN CENTS PER MILE—CONTINUED.

NAME OF COMPANY.	Number of through passen- gers.	Number of local passengers.	Total number of passengers.	Number of miles traveled.	Number of passengers car- ried one mile in Pennsyl- vania.	Rate of fare for first-class through passengers. Cents.	Rate of fare for second-class through passengers. Cents.	Rate of fare for first-class local passengers. Cents.	Rate of fare for second-class local passengers. Cents.
Waynesburg and Washington,	39,424	39,424	39,424	665,582	665,582	.	.	3.60	.
Western Maryland,	727,959	727,959	727,959	14,890,096	.	.	.	.	.
Western New York and Pennsylvania,	1,191,580	1,191,580	1,205,120	23,657,892	.	.	1.60	2.68	.
Wheeling, Pittsburgh and Baltimore, . . . . .	.	.	309,884	7,090,581	.	2.01	*2	.	.
Williamsport and North Branch, . . . . .	.	.	51,168	.	495,380	.	.	.	.
Wilmingon and Northern,	5,450	323,178	328,628	3,987,551	2,772,646	.	.	3	.
York and Peach Bottom, . . . . .	.	.	65,985	.	.	.	.	.	.
Total,	4,799,078	66,599,071	99,649,869	1,537,278,817	966,865,980	.	.	.	.

*Average for all.

†For all classes.

TABLE H.—KIND AND QUANTITY OF FREIGHT CARRIED IN TONS OF 2,000 POUNDS.

NAME OF COMPANY.	Anthracite coal.	Bituminous coal and coke.	Petroleum and other oils.	Pig. iron.	Railroad iron.	Other iron or cast-ings.	Iron and other ores.
Addison and Pennsylvania,	27,466	418	70	110			221,050
Allegheny Valley,	1,403,752	238,924	356,933	183,048	2,085		3,140
Baltimore and Cumberland Valley,	13,939						3,140
Baltimore and Cumberland Valley Extension,	9,769						4,383
Baltimore and Harrisburg,	1,536						5,625
Baltimore and Philadelphia,	490,265	25,890	15,740	70,495	8,296		
Bangor and Portland,	68	170	100	25			
Barclay Coal Company's railroad,	161,632	92	26	296			
Beech Creek,	1,771,301	520	227	570	1,468		2
Bell's Gap,	812,330						
Berlin,	26,540	48	365	125			
Berlin Branch,	150						
Bradford, Bordell and Kinzua,	3	131					
Bradford, Eldred and Cuba,	184						
Buffalo, Rochester and Pittsburgh,	1,214,087	4,601	2		744		3,484
Catsauqua and Fogelsville,	21,635		432	1,263			179,310
Chartiers,	454,574	43,797	25,812	8,218			1,157
Cleveland and Pittsburgh,	1,453,342	126,746	2,478	249			510,280
Corning, Cowanesque and Antrim,	1,235,527	1,246	249,403	164,961	24,609		117,317
Cornwall,	264,659		1,721	14,784	5,607		400,337
Cornwall and Lebanon,	184,179		222,502	13,272			356,030
Coudersport and Port Allegheny,	46,163		97,917				
Cresson, Clearfield County and New York Short Route,	345	160					
Cumberland Valley,	72,012				168		
Delaware and Hudson Canal Company's railroad,	102,549	2,945	57,684	38,595	75,673		53,533
Delaware, Lackawanna and Western,	6,074,200	13,265	155,778	21,233	149,219		204,084
Dillsburg and Mechanicsburg,	7,818,618	206,999	23,316	162,068	181,781		141,234
Dunkirk, Allegheny Valley and Pittsburgh,	14,727	10,196	5,015	736	41		33,162
East Broad Top,	11,145	8,150	330	2,100			75
Elmira and Williamsport,	456	148,623	202	25,825	181		45,177
	589,048	1,349,586	1,576	2,656	17,730		41,342

TABLE H.—KIND AND QUANTITY OF FREIGHT CARRIED IN TONS OF 2,000 POUNDS—CONTINUED.

NAME OF COMPANY.	Anthracite coal.	Bituminous coal and coke.	Petroleum and other oils.	Pig iron.	Railroad iron.	Other iron or cast-ings.	Iron and other ores.
Erie and Pittsburgh,	17	442,621	1,547	184,666	1,858	27,670	434,053
Erie and Wyoming Valley,	1,942,627	154	255	116	18,595	971	229
Gettysburg and Harrisburg,	2,202	774					10
Greenlick Narrow Gauge,							4,838
Huntingdon and Broad Top Mountain,	996		673	39,086	6,322		60,044
Ironton,	15,203	1,221,610					25,290
Lake Shore and Michigan Southern,	457,452	1,522,205	403,611	162,215	17,979	1,408	601,945
Lehigh and Lackawanna,	20,720	591,692	35	72	5		8,887
Lehigh and Susquehanna,	6,357,114	205,306	59,259	324,124	83,744	42,401	136,589
Lehigh Valley,	8,904,500	1,107	89,784	345,263	62,160		631,905
Ligonier Valley,						2,567	
Little Saw-Mill Run,		220,848					
Lykens Valley,	626,704	63	434	50	163	1,539	
Meadville and Linesville,		4,232					
Mont Alto,	9,898		92				
Montrose,	208,898					6,555	4,553
Montrose,	5,101						
Mount Pleasant and Broad Ford,		363,648	450	3,462	45		6,925
Nesquehoning Valley,	1,549,290	575,675	1,322	96,456	1,040	4,586	20,574
New Castle and Beaver Valley,	1,644	1,102,754	2,710	226,221	7,092	4,030	783,394
New York, Chicago and St. Louis,	410,733		83,048	19,273	12,645	58,065	11,066
New York, Lake Erie and Western Coal,	130	1,203,789	282	20		55,383	261
New York and Northern Pennsylvania,			3	5		2,123	1
New York and Susquehanna and Western,	756,973	65	224		1,445		
Nittany Valley,		15,306		3,066	20		27,434
Northern Central,	2,823,893	662,592	542,928	148,506	73,988	1,477	147,084
North-East Pennsylvania,	7,154		23			229,878	
Ohio and Baltimore Short Line,		168,357				21	
Pennsylvania,	6,310,730	14,730,188	686,173	911,701	361,192	250	1,262,262
Penn Gas Coal Company's,		146,000				1,492,359	

Pennsylvania and New York Canal and Railroad,	146,866	78,904	6,800	7,285	15,131	54,374
Perkiomen,	20,413	309	35,106	26,347	202,410	7,420
Philadelphia and Erie,	1,433,932	629,644	66,821	5,000	5,000	120,444
Philadelphia, Newtown and New York,	25,600					
Philadelphia and Reading,	9,791,397	173,693	720,379	97,482	672,848	1,057,326
Philadelphia, Wilmington and Baltimore,	683,760	28,278	35,660	28,698	194,879	6,047
Pine Creek,	673,069	614	1,855	6,621	15,097	117,315
Pittsburgh and Castle Shannon,						
Pittsburgh, Chartiers and Youghiogheny,	443,511			83	2,855	1,490
Pittsburgh, Cincinnati and St. Louis,	2,022,239	77,746	112,422	100,017	246,545	86,664
Pittsburgh and Connellsville,	2,327,602	23,680	99,839	75,482	295,983	407,815
Pittsburgh, Ft. Wayne and Chicago,	1,811,475	108,904	310,263	58,835	358,183	612,394
Pittsburgh and Lake Erie,	2,061,995	2,331	175,338	9,839	320,691	538,135
Pittsburgh, McKeesport and Youghiogheny,	1,662,654	841	72,277	12,390	234,456	307,372
Pittsburgh, Youngstown and Ashtabula,	1,030,877	2,559	237,468	5,680	69,247	860,039
Reading and Columbia,						
Salisbury,	274,033	50				
Shamokin Valley and Pottsville,	185,048	2,584	4,996	1,298	13,831	31
Sharpsville,	90,985	3	10,671		436	32,901
Somerset County,	290					
Somerset and Cambria,	97,375	820	158	20,325	22,921	110,023
South Mountain,	9,206		6,967			19,355
Southern Pennsylvania,	922			236	68	1,671
State Line,	214,079					
Stewartstown,	1,000					
Stony Creek,	19,694				102	
Tioga,	4,482	765	31		272	74
Tionesta Valley,	728,465					
Tresckow,	369					
Ursina and North Fork,	2,000	8		252	260	9
Warren and Farnsworth,	20					
Waynesburg and Washington,	3,851	128			1,833	
Western Maryland,	59,483					3,155
Western New York and Pennsylvania,	20,289					41,868
Wheeling, Pittsburgh and Baltimore,	282,858	421,198			82,362	75,306
Wilkes-Barre and Scranton,		13,463	14,080	49,548	120,169	
Williamsport and North Branch,		75	2,694	114	1,025	48
Wilmington and Northern,	1,811					
York and Peach Bottom,			51,984		99,014	85,713
Total,	63,885,397	4,010,075	5,812,625	1,616,701	6,132,300	11,038,705

TABLE H.—KIND AND QUANTITY OF FREIGHT CARRIED IN TONS OF 2,000 POUNDS—CONTINUED.

NAME OF COMPANY.	Stone and lime.	Agricultural products.	Merchandise and manufactures.	Live stock.	Lumber.	Other articles.
Addison and Pennsylvania,	..	273	9,942	2	45,370	11,081
Allegheny Valley,	49,604	36,461	203,551	2,748	206,092	274,206
Baltimore and Cumberland Valley,	61	5,539	..	1,595	1,180	23,225
Baltimore and Cumberland Valley Extension,	1	5,258	..	1,214	813	17,273
Baltimore and Harrisburg,	10,079	3,907	..	4,199	11,930	29,037
Baltimore and Philadelphia,	48,343	29,280	98,208	48,420	75,048	153,029
Bangor and Portland,	1,140	887	1,309	822	4,660	215
Barclay Coal Company's railroad,	1,167	1,868	1,309	..	41,192	3,541
Beech Creek,	4,222	3,567	11,641	252	69,509	12,870
Bell's Gap,	..	..	47,227	..	37,527	..
Berlin,	1,179	780	625	..	4,128	695
Berlin Branch,	1,319	854	2,031	..	1,170	472
Bradford, Bordell and Kinzua,	137	2,029	5,823	5	58,063	1,062
Bradford, Eldred and Cuba,	..	638	1,162	54	2,115	9,124
Buffalo, Rochester and Pittsburgh,	32,552	64,709	114,649	1,829	198,258	15,293
Catawauqua and Fogelsville,	49,670	1,039	2,321	..	3,022	3,875
Chartiers,	5,612	7,110	31,002	7,201	16,911	1,924
Cleveland and Pittsburgh,	216,961	88,634	633,108	17,734	143,930	16,652
Corning, Cowanesque and Antrim,	20,753	189,994	230,693	3,566	179,310	16,641
Cornwall,	49,887	..	..	..	..	29,978
Cornwall and Lebanon,	23,544	1,681	10,953	2,627	13,062	17,516
Coudersport and Port Allegheny,	..	1,680	7,920	..	49,408	..
Cresson, Clearfield County and New York Short Route,	..	..	5,604	214	41,554	..
Cumberland Valley,	25,846	80,019	80,785	19,444	109,585	63,630
Delaware and Hudson Canal Company's railroad,	30,516	78,338	145,034	6,541	143,268	92,112
Delaware, Lackawanna and Western,	150,897	351,929	365,584	34,578	356,260	245,560
Dillsburg and Mechanicsburg,	221	10,073	3,765	791	2,574	2,561
Dunkirk, Allegheny Valley and Pittsburgh,	7,320	24,116	16,000	1,862	64,537	7,224
East Broad Top,	67	464	5,281	..	5,165	3,964
Elnira and Williamsport,	17,783	137,948	128,741	21,572	230,788	35,940

Erie and Pittsburgh,	74,476	14,003	90,232	7,469	31,742	8,251
Erie and Wyoming Valley,	34,835	2,989	6,670	73	4,256	13,525
Gettysburg and Harrisburg,	7,606	4,481	6,591	322	6,292	16
Greenlick Narrow Gauge,	1,236				17	
Huntingdon and Broad Top Mountain,	6,219	2,489	65,594	1,022	60,499	
Ironton,	68,481					50,472
Lake Shore and Michigan Southern,	410,127	1,159,549	889,035	470,617	822,021	1,643,434
Lehigh and Laekawanna,	30,910	683	4,300	30	3,888	
Lehigh and Susquehanna,	172,706	173,189	354,251	33,316	271,781	328,253
Lehigh Valley,	90,265			24,723	181,169	1,646,520
Ligonier Valley,	56,982	315	2,486	343	5,166	2,060
Little Saw-Mill Run,						2,180
Lykens Valley,	613	2,878	4,745	611	11,891	979
Meadville and Linesville,			33,847			
Mont Alto,	969	2,251	5,388	23	2,930	
Montrose,						7,479
Mount Pleasant and Broad Ford,	2,480	109	3,729	13	7,508	2,134
Nesquehoning Valley,	2,150	72,214	200,358	250	102,375	11,971
New Castle and Beaver Valley,	333,208	20,539	161,767	9,763	37,742	4,733
New York, Chicago and St. Louis,	135,959	899,642	430,135	249,199	283,375	143,879
New York, Lake Erie and Western Coal,	610	2,871	3,864	284	83,852	2,904
New York and Northern Pennsylvania,		34	6,807		23,470	695
New York, Susquehanna and Western,	12	9	1,240		329	1,012
Nittany Valley,	20				19	1,799
Northern Central,	186,987	791,884	702,092	77,168	842,693	260,233
North-East Pennsylvania,	215	10,050	840	260	1,065	15,138
Ohio and Baltimore Short Line,	9,680		720		1,380	5
Pennsylvania,	2,196,606	1,531,706	2,360,668	348,974	1,632,731	743,796
Penn Gas Coal Company's,			1,500			
Pennsylvania and New York Canal and Railroad,						
Perkionien,	22,692			21,123	104,160	1,109,943
Philadelphia and Erie,	12,837	119,870	72,324	7,696	20,210	9,066
Philadelphia, Newtown and New York,	90,698	597,515	597,015	26,651	1,022,280	228,659
Philadelphia and Reading,	13,700	10,000				17,154
Philadelphia and Wilmington,	972,097	1,361,190	1,355,178	74,208	665,073	3,054,980
Pine Creek,	196,289	451,336	536,967	29,244	369,161	231,113
Pittsburgh and Castle Shannon,	13,139	164,943	218,029	2,344	457,474	13,111
Pittsburgh, Chartiers and Youghiogheny,						833
Pittsburgh, Cincinnati and St. Louis,	1,588	686	1,258		4,824	
Pittsburgh and Connellsville,	176,301	714,473	911,276	170,323	292,359	142,684
Pittsburgh and Fort Wayne and Chicago,	126,853	36,500	182,407	11,980	124,676	148,217
Pittsburgh and Lake Erie,	585,114	494,123	1,040,637	173,006	377,550	191,465
Pittsburgh, McKeesport and Youghiogheny,	216,211	3,410	35,281	826	60,539	72,097
	54,656	67,065	6,577	27,004	1,230	24,186

TABLE H.—KIND AND QUANTITY OF FREIGHT CARRIED IN TONS OF 2,000 POUNDS—CONTINUED.

NAME OF COMPANY.	Stone and lime.	Agricultural products.	Merchandise and manufactures.	Live stock.	Number.	Other articles.
Pittsburgh, Youngstown and Ashtabula,	391,323	23,539	142,548	7,874	37,100	6,445
Reading and Columbia,	..	..	334,165	..	..	..
Salisbury,	..	175	569	..	8,775	51
Shamokin Valley and Pottsville,	19,047	53,445	92,628	1,748	82,299	14,441
Sharpsville,	32,463	64	..	..	1,566	2,354
Slate Run,	..	..	..	..	36,700	..
Somerset County,	..	..	..	..	8,154	261
Somerset and Cambria,	25,332	2,655	6,563	650	10,573	9,502
South Mountain,	10,915	4,962	15,759	322	7,252	..
Southern Pennsylvania,	1,364	6,287	3,683	1,269	7,489	2,589
State Line,	205	..	..	..	..	8
Stewartstown,	120	6,292	1,845	386	1,827	2,000
Stony Creek,	1,384	5,555	7,699	347	1,408	1,498
Tioga,	596	9,119	13,240	471	115,083	9,305
Tionesta Valley,	38	1,020	2,622	1,203	58,287	..
Tresckow,	50	261	813	21	3,613	121
Ursina and North Fork,	..	..	..	..	2,500	..
Warren and Farnsworth,	..	451	1,209	..	5,360	264
Waynesburg and Washington,	570	1,745	2,969	3,060	1,438	494
Western Maryland,	5,628	29,779	..	15,416	22,360	142,662
Western New York and Pennsylvania,	83,200	81,204	261,085	5,399	674,826	333,102
Wheeling, Pittsburgh and Baltimore,	8,798	34,417	44,681	7,590	27,156	28,454
Wilkes-Barre and Scranton,	358	1,259	4,325	65	950	523
Williamsport and North Branch,	664	..	14,437	..	32,407	698
Wilmington and Northern,	109,260	10,230	108,964	..	22,700	..
York and Peach Bottom,	..	3,881	5,010	651	3,164	18,225
Total,	7,744,703	10,118,431	13,463,110	1,992,607	11,300,182	11,279,167

TABLE I.—QUANTITY OF FREIGHT CARRIED AND RATE PER TON OF 2,000 POUNDS.

NAME OF COMPANY.	Number of tons of through freight.	Number of tons of local freight.	Gross tonnage.	Number of tons of freight carried one mile in Penn- sylvania.	Rate for through freight.	Rate for through coal.	Rate for local freight.	Rate for local coal.
					Cents.	Cents.	Cents.	Cents.
Addison and Pennsylvania,	259,702	3,119,865	94,732	1,902,727	.25	.25	.25	.25
Allegheny Valley,		48,988	3,379,567	177,510,136	.679	.679	.842	.842
Baltimore and Cumberland Valley,			48,988	191,070			*3.08	
Baltimore and Cumberland Valley Exten- sion,			40,371	732,394			*.97	
Baltimore and Harrisburg,		77,052	77,052	1,180,882			*3.07	
Baltimore and Philadelphia,			1,297,184	12,430,506			*.615	
Bangor and Portland,			106,208	106,208			*6.8	
Barclay Coal Company's railroad,	119,524	91,819	211,343	3,268,375	1.565	.903	4.214	.898
Beech Creek,	344,076	553,008	1,877,107	147,425,822	2.3	.02	.04	.02½
Bell's Gap,			897,084	20,278,735			*2.33	
Berlin,			34,120					
Berlin Branch,	7,257	270	7,527					
Bradford, Bordell and Kinzua,		73,481	73,481	1,828,728			2.38	
Bradford, Eldred and Cuba,			13,280	64,299	4.3		4.3	
Buffalo, Rochester and Pittsburgh,	262,468	1,442,979	1,705,447				*6.8	
Catsanqua and Fogelsville,	58,999	275,644	334,643	3,961,497	1.39		3.37	3.37
Chartiers,	33,796	546,535	580,331	3,839,186	2.22		2.35	
Cleveland and Pittsburgh,	1,888,136	1,782,738	3,670,874	57,785,055	.62		.96	
Corning, Cowanesque and Antrim,	2,521,751	168,066	2,689,817	47,959,313	2 to 3	*.0069, ⁹⁵ / ₁₀₀	3 to 4	3 to 4
Cornwall,			967,364	6,771,548	2	4	6	5
Cornwall and Lebanon,			766,919	10,495,238				
Coudersport and Port Allegheny,	12,532	47,268	59,820					
Cresson, Clearfield County and New York								
Short Route,	115,543	5,374	120,917	120,917	0.742		1.549	
Cumberland Valley,	203,993	585,087	789,080	33,294,493				
Delaware and Hudson Canal Company's railroad,	621,610	6,586,635	7,208,245	253,930,230	.0074		.01415	

TABLE I.—QUANTITY OF FREIGHT CARRIED AND RATE PER TON OF 2,000 POUNDS—CONTINUED.

NAME OF COMPANY.	Number of tons of through freight.	Number of tons of local freight.	Gross tonnage.	Number of tons of freight carried one mile in Penn- sylvania.	Rate for through freight.	Cents.	Rate for through coal.	Rate for local freight.	Cents.	Rate for local coal.
Delaware, Lackawanna and Western, . . .	8,192,919	1,916,425	10,109,344	51,314,635	.0.887 1000	1.517	1.062	1.517	1.292	
Dillsburg and Mechanicsburg, . . .	124,984	83,931	83,931	444,943	1.8	2.66	*3.357	2.66		
Dunkirk, Allegheny Valley and Pittsburgh, East Broad Top, . . .	2,121,812	52,230	177,214	4,301,612	4½	5½	.8	5½	3	
Elmira and Williamsport, . . .	676,913	501,896	235,660	4,361,140	.60		1.488			
Erie and Pittsburgh, . . .	1,944,690	636,692	2,623,708	155,304,339	3		*.480			
Erie and Wyoming Valley, . . .		80,878	2,025,568	65,990,116	*2.311		1	4½	1½	
Frankford and Holmesburg, . . .			19,896	68,253	8		*.01171 1000			
Gettysburg and Harrisburg, . . .			28,394							
Greenlick Narrow Gauge, . . .			3,108					8		
Harrisburg and Potomac, . . .					.67		.67	8		
Huntingdon and Broad Top Mountain, Ironton, . . .	924,796	541,226	1,466,022	53,173,058	*7½ to 10	1.51		1.51	1.51	
Lake Shore and Michigan Southern, Lehigh and Lackawanna, . . .	869,776	8,200,081	150,448	637,792	0.549		0.549	0.666	0.666	
Lehigh and Susquehanna, . . .			9,069,857	171,726,799	.0342			.0325	.0239	
Lehigh Valley, . . .			70,729	1,315,946	.0068		.0099	.0110	.0127	
Ligonier Valley, . . .			8,928,389	530,092,635			*1.09			
Little Saw-Mill Run, . . .	223,028		12,181,596	209,950,275	*20					
Lykens Valley, . . .	362,803		71,026				5.55		5.55	
Meadville and Linesville, . . .	35,811	287,867	223,028	11,526,971			*1.061			
Mont Alto, . . .		2,268	650,670	502,316			*.02			
Montour, . . .			33,060	463,840						
Montrose, . . .			208,898							
Mount Pleasant and Broad Ford, Nesquehoning Valley, . . .			13,620	2,004,199			*.55	.054	.054	
New Castle and Beaver Valley, . . .	1,531,929		395,089	31,404,631	.0062		.0109	.0289		
New York, Chicago and St. Louis, New York, . . .	1,701,519	1,217,703	2,637,705	18,963,787	.0083 1000			.00106		
		1,034,818	2,749,632	74,344,470	.514		.514	.563		
			2,736,337							

[illegible]

TABLE I.—QUANTITY OF FREIGHT CARRIED AND RATE PER TON OF 2,000 POUNDS—CONTINUED.

NAME OF COMPANY.	Number of tons of through freight.	Number of tons of local freight.	Gross tonnage.	Number of tons of freight carried one mile in Pennsylvania.	Rate for through freight.	Rate for through coal.	Rate for local freight.	Rate for local coal.
State Line, . . . . .	. . . . .	. . . . .	214,292	636,240	Cents.	Cents.	Cents.	Cents.
Stewartstown, . . . . .	. . . . .	. . . . .	14,096	. . . . .	. . . . .	. . . . .	*2 . . . . .	. . . . .
Stony Creek, . . . . .	. . . . .	. . . . .	37,995	. . . . .	. . . . .	. . . . .	*47 ³ / ₄ . . . . .	. . . . .
Tioga,	410,661	471,243	881,904	179,145	. . . . .	. . . . .	5.46	5.46
Tionesta Valley, . . . . .	. . . . .	. . . . .	63,539	28,314,168	1.476 . . . . .	.798	3.470 . . . . .	.526
Trescow, . . . . .	. . . . .	. . . . .	5,408	708,887	.0296 . . . . .	.0121 . . . . .	. . . . .	.0154
Ursina and North Fork, . . . . .	. . . . .	. . . . .	4,500	54,314	. . . . .	. . . . .	. . . . .	. . . . .
Warren and Farnsworth, . . . . .	. . . . .	. . . . .	7,304	. . . . .	2 ³ / ₄ . . . . .	. . . . .	. . . . .	. . . . .
Waynesburg and Washington, . . . . .	. . . . .	. . . . .	16,236	87,488	6.27	6.27	5.60	5.60
Western Maryland,	9,673	6,563	298,777	387,047	6.27	*2.21 . . . . .	. . . . .	. . . . .
Western New York and Pennsylvania, . . . . .	. . . . .	298,777	298,777	. . . . .	. . . . .	*.6378 . . . . .	. . . . .	. . . . .
Weeeling, Pittsburgh and Baltimore, . . . . .	. . . . .	. . . . .	3,527,310	. . . . .	. . . . .	*.679 . . . . .	. . . . .	. . . . .
Wilkes-Barre and Scranton, . . . . .	. . . . .	. . . . .	996,087	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Williamsport and North Branch, . . . . .	. . . . .	. . . . .	10,846	. . . . .	.0181 . . . . .	. . . . .	. . . . .	. . . . .
Wilmington and Northern, . . . . .	. . . . .	. . . . .	53,318	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
York and Peach Bottom,	180,610	496,688	677,298	16,301,192	1 ¹ / ₂	1 ¹ / ₂	3	2 ¹ / ₂
	. . . . .	. . . . .	34,527	. . . . .	3	2 ¹ / ₂	4	3
Total,	57,886,604	102,026,539	235,145,608	10,176,877,807	. . . . .	. . . . .	. . . . .	. . . . .

* Average for all.

† For all.

TABLE J.—EARNINGS DURING THE YEAR.

NAME OF COMPANY.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.	Proportion in Pennsylvania.
Addison and Pennsylvania,	\$21,191 92	\$64,395 59	\$3,781 47	\$22,434 74	\$111,803 72	\$83,171 06
Allegheny Valley,	545,942 70	1,443,273 02	46,043 53	35,771 72	2,071,030 97	2,071,030 97
Allentown,					2,642 19	2,642 19
Baltimore and Cumberland Valley,	3,252 94	5,885 65	326 80	79 64	9,545 03	9,545 03
Baltimore and Cumberland Valley Extension,	13,679 99	14,406 46	807 23	16 99	28,910 67	28,910 67
Baltimore and Harrisburg,	29,869 29	36,273 19	4,178 15	650 39	70,971 02	70,971 02
Baltimore and Philadelphia,	157,327 91	252,044 39	16,905 02	1,438 08	427,715 40	
Bangor and Portland,	14,002 28	72,205 02	2,242 27	18 15	88,467 72	88,467 72
Barclay Coal Company's railroad,	7,910 54	48,680 62	763 08	6,499 24	63,853 48	63,853 48
Beech Creek,	67,033 85	841,734 15	2,050 40	2,515 21	913,333 61	913,333 61
Bell's Gap,	52,919 10	289,215 44	3,871 02	2,754 03	348,759 59	348,759 59
Berlin,	1,409 37	6,024 18	402 98		7,836 53	7,836 53
Berlin Branch,	985 56	2,213 01	362 78	3 25	3,564 60	3,564 60
Bradford, Bordell and Kinzua,	28,669 93	43,570 46	4,456 05	969 39	77,665 83	77,665 83
Bradford, Eldred and Cuba,	13,890 76	11,609 55	2,554 85	1 63	28,056 79	6,792 32
Buffalo Run, Bellefonte and Bald Eagle,	4,650 36	41,622 13		2,421 83	48,694 32	48,694 32
Buffalo, Rochester and Pittsburgh,	227,941 60	1,585,883 77	27,643 53	84,057 66	1,925,526 56	788,408 81
Catsauqua and Fogelsville,	2,788 49	101,308 76		516 00	104,613 25	104,613 25
Chartiers,	91,615 85	89,483 32	7,519 18	3,617 95	192,236 30	192,236 30
Chestnut Hill,					16,478 00	16,478 00
Cleveland and Pittsburgh,	627,634 63	2,363,585 78	82,649 76	28,273 29	3,221,154 23	583,455 02
Colebrookdale,					16,380 69	
Corning, Cowanesque and Antrim,	67,168 53	603,078 64	10,256 52	1,000 19	681,503 88	562,981 46
Cornwall,	17,796 45	96,281 79	496 00	484 28	115,058 52	115,058 52
Cornwall and Lebanon,	30,449 92	188,766 60	1,675 15	367 36	221,259 03	221,259 03
Coudersport and Port Allegheny,	12,038 41	29,902 46	1,188 90		43,129 77	43,129 77
Cresson, Clearfield County and New York Short Route,	19,674 42	50,209 77	685 53		70,990 62	70,990 62
Cumberland Valley,	264,409 64	424,240 87	32,904 32	31,156 81	752,711 64	624,199 90
Delaware and Hudson Canal Company's railroad,	263,042 44	2,954,784 86	15,083 09	112,394 10	3,345,304 49	

TABLE J.—EARNINGS DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.	Proportion in Pennsylvania.
Delaware, Lackawanna and Western,	776,321 67	6,608,552 00	169,421 88	487,666 02	8,041,961 57	8,041,961 57
Dillsburg and Mechanicsburg,	11,261 49	14,935 86	777 97		26,975 32	26,975 32
Dunkirk, Allegheny Valley and Pittsburgh,	70,335 15	125,098 99	8,725 13	125 00	204,284 27	108,906 52
East Broad Top,	17,221 64	98,437 96	1,285 04	4,316 90	121,261 54	121,261 54
East Mahanoy,					30,943 00	30,943 00
Elmira and Williamsport,	154,339 38	815,822 63	19,816 70	3,358 62	993,337 33	907,818 22
Erie and Pittsburgh,	120,060 55	461,006 90	18,041 17	23,042 71	622,151 33	622,151 33
Erie and Wyoming Valley,	31,714 14	694,629 40	1,082 64	50,000 00	777,426 18	777,426 18
Frankford and Holmesburg,	7,432 43	799 55	172 72	299 36	8,704 06	8,704 06
Gettysburg and Harrisburg,	29,003 33	10,322 80	2,129 18	18 92	41,474 23	41,474 23
Greenlick Narrow Gauge,	11 60	1,513 61			1,525 21	1,525 21
Harrisburg and Potomac,	4,926 57	19,506 72	1,071 20	2,015 45	27,519 94	27,519 94
Huntingdon and Broad Top Mountain,	44,202 76	463,088 94	6,965 17	1,743 34	516,000 21	516,000 21
Ironton,		34,815 38		3,799 27	38,614 65	38,614 65
Jamestown and Franklin,	26,379 66	103,819 96			167,771 52	167,771 52
Jersey,	120,723 48	143,478 80			270,724 01	270,724 01
Lake Shore and Michigan Southern,	4,810,147 48	11,629,174 17			18,029,627 36	1,370,251 66
Lehigh and Lackawanna,	18,796 98	40,045 70			61,383 00	61,383 00
Lehigh and Susquehanna,	154,600 79	5,161,068 32	4,583 90		5,320,853 01	
Lehigh Valley,	1,103,132 94	9,417,083 66	82,119 82		12,353,739 29	
Ligonier Valley,	15,243 65	14,640 46	461 68		30,418 84	
Little Saw-Mill Run,	2,308 66	42,269 50			51,207 47	
Little Schuylkill Navigation,					224,558 49	
Littlestown,	7,569 10	11,284 92			20,320 55	20,320 55
Lykens Valley,	11,489 72	122,269 31	1,466 53		136,157 81	136,157 81
Meadville and Linesville,	20,078 98	13,258 40	1,926 31	903 14	36,726 52	36,726 52
Monongahela Connecting,		61,165 14		1,462 83	61,165 14	61,165 14
Mont Alto,	10,130 39	9,372 88	1,850 24		21,420 22	21,420 22
Montour,	4,297 14	18,966 87		66 71	25,439 55	25,439 55
Montrose,	7,805 75	16,975 48	2,173 46	20 00	26,974 69	

Mount Pleasant and Broad Ford,	5,997 49	11,106 00	695 63	17,799 12	17,799 12
Nesquehoning Valley,		200,933 52	2,927 90	69,993 75	237,537 15
New Castle and Beaver Valley,	33,235 82	4,570,911 95	38,240 18	237,537 15	422,589 31
New York, Chicago and St. Louis,	303,195 81	144,399 05	2,854 17	4,918,429 73	164,429 73
New York, Lackawanna and Western,	11,362 09	16,121,109 55		20,840,022 84	415,599 09
New York, Lake Erie and Western,	4,718,913 29	360,102 30	335 75	415,599 09	7,979 46
New York, Lake Erie and Western Coal,	4,110 04	6,233 59	398 38	6,377,966 91	1,445,900 45
New York and Northern Pennsylvania,	1,804 91	4,738,506 23	23,424 87	1,445,900 45	13,935 43
New York, Pennsylvania and Ohio,	1,639,460 68	1,101,931 38		3,995,450 85	2,960,657 82
New York, Susquehanna and Western,	256,142 49	10,483 43	108,302 19	26,119 59	7,282 65
Nittany Valley,	717,109 49	2,739,429 34	1,236 26	36,698,183 84	1,955,739 62
Northern Central,	14,744 62	10,138 71		16,556 76	
North-East Pennsylvania,		7,282 65	1,103,052 78		
Ohio and Baltimore Short Line,	7,329,225 80	27,657,543 50			
Pennsylvania,			362 32		
Pennsylvania Company,	4,826 34	11,368 10			
Penn Gas Coal Company's,			27,819 97		
Pennsylvania and New York Canal and Rail-					
road,					
People's,	284,901 33	2,556,776 62		2,952,547 62	13,053 29
Perkionmen,	12,223 56	829 73		13,053 29	200,746 11
Philadelphia and Chester Valley,	41,882 31	147,319 91	3,142 76	38,199 29	4,373,042 30
Philadelphia and Erie,	6,438 36	30,881 45	541 17	198,564 37	93,185 66
Philadelphia, Germantown and Chestnut Hill,	598,295 32	3,671,142 11	75,443 45	93,185 66	19,212,479 94
Philadelphia, Newton and New York,	173,765 49	20,502 93	1,980 84	6,604,653 32	3,847,439 73
Philadelphia, Newton and Reading,	67,287 47	23,197 28	2,079 61		
Philadelphia and Trenton,	3,407,289 53	15,100,057 13	62,017 64	20,597,204 16	
Philadelphia,	1,879,694 58	1,762,815 82	190,155 13	3,847,439 73	
Philadelphia, Wilmington and Baltimore,	3,234,250 33	2,978,154 06	276,981 02	6,604,653 32	
Pine Creek,	44,333 22	670,987 20	7,727 84	723,232 80	
Pittsburgh and Castle Shannon,	24,533 25	1,418 37	42,446 20	68,397 82	
Pittsburgh, Chartiers and Youghiogheny,	9,137 00	74,649 25		89,705 05	
Pittsburgh, Cincinnati and St. Louis,	1,224,529 83	3,773,677 22	372,648 93	5,388,547 44	
Pittsburgh and Connellsville,	578,770 18	1,745,358 67	61,801 11	2,393,320 53	2,356,327 00
Pittsburgh, Fort Wayne and Chicago,	2,709,135 41	6,671,751 41	373,279 97	9,967,498 34	1,038,635 78
Pittsburgh Junction,	15 15	195,235 72		201,313 14	201,313 14
Pittsburgh and Lake Erie,	270,976 81	1,442,413 57	23,747 84	1,756,646 85	433,208 76
Pittsburgh, McKeesport and Youghiogheny,	54,916 30	962,772 33	7,654 80	1,030,560 23	371,200 71
Pittsburgh and Northern,	3,066 44	592 00		3,658 64	
Pittsburgh and Western,	275,245 36	923,838 73	67,660 49	1,280,651 69	1,280,651 69
Pittsburgh, Youngstown and Ashtabula,	117,139 37	916,472 18	12,765 02	1,082,588 70	194,206 35
Reading and Columbia,	123,716 24	179,907 12	3,334 72	312,769 06	312,769 06
Salisbury,	1,084 74	37,889 71	47 22	39,021 67	39,021 67
Shamokin Valley and Pottsville,	41,680 59	364,914 42	2,306 51	409,677 06	409,677 06

TABLE J.—EARNINGS DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.	Proportion in Pennsylvania.
Sharpsville,	2,383 82	42,485 43	20 95	40 00	44,930 20	44,930 20
Sinnemahoning Valley,	4,701 48	33,970 01	1,027 60	183 00	39,892 09	39,892 09
Slate Run, . . . . .	. . . . .	16,757 75	. . . . .	. . . . .	16,757 75	16,757 75
Somerset County, . . . . .	. . . . .	10,446 00	. . . . .	. . . . .	10,519 25	10,519 25
Somerset and Cambria,	31,206 78	101,373 86	3,948 21	. . . . .	136,528 85	136,528 85
South Mountain,	16,744 48	21,525 06	1,539 85	. . . . .	39,842 64	39,842 64
Southern Pennsylvania,	7,383 96	10,941 58	2,530 93	33 25	20,856 47	20,856 47
State Line, . . . . .	. . . . .	13,176 89	. . . . .	. . . . .	13,176 89	. . . . .
Stewartstown,	2,472 55	6,747 42	668 68	1,934 52	11,823 17	11,823 17
Stony Creek,	17,152 08	9,790 27	452 80	1,361 41	28,756 56	28,756 56
Tioga,	62,222 62	258,801 44	7,131 01	4,537 20	332,692 27	. . . . .
Tionesta Valley,	6,633 51	45,577 43	863 68	. . . . .	53,074 62	53,074 62
Ursina and North Fork,	99 39	1,269 19	. . . . .	. . . . .	1,368 58	1,368 58
Warren and Parnesworth,	1,382 20	8,008 02	518 38	50 00	9,958 60	9,958 60
Waynesburg and Washington,	24,000 09	23,322 19	3,198 56	26 10	50,546 94	50,546 94
Western Maryland,	237,908 89	259,816 79	49,111 97	50,949 63	597,787 28	. . . . .
Western New York and Pennsylvania,	628,933 45	2,319,335 06	73,591 21	39,706 18	3,061,565 90	1,431,020 77
Wheeling, Pittsburgh and Baltimore,	141,775 95	378,872 98	9,720 63	. . . . .	530,369 56	. . . . .
Wilkes-Barre and Harvey's Lake,	10,470 29	8,817 30	441 35	. . . . .	19,728 94	19,728 94
Wilkes-Barre and Western,	6,719 49	8,444 36	. . . . .	. . . . .	15,163 85	15,163 85
Williamsport and North Branch,	15,727 58	42,430 54	2,362 58	752 35	61,273 05	61,273 05
Wilmington and Northern,	73,844 40	294,905 97	5,385 72	6,716 10	380,852 19	278,051 03
York and Peach Bottom,	20,211 69	33,397 37	2,440 59	1,575 75	57,625 40	57,625 40
Total,	\$41,702,867 32	\$153,709,930 94	\$4,929,385 52	\$6,848,988 57	\$209,709,975 56	\$82,807,201 98

TABLE K.--EXPENSES DURING THE YEAR.

NAME OF COMPANY.	Charged to cost of road, real estate and equipment.	Charged to conducting transportation.	Charged to maintenance of motive power.	Charged to maintenance of way.	Charged to maintenance of cars.
Addison and Pennsylvania,	\$8,856 84	\$14,502 72	\$13,966 80	\$34,762 45	\$2,231 34
Allegheny Valley,		357,962 48	299,523 76	319,454 38	163,433 38
Baltimore and Harrisburg,		19,191 58	20,950 94	30,255 72	3,723 50
Baltimore and Philadelphia,		177,903 81	165,861 34	71,208 46	50,123 92
Bangor and Portland,		11,333 04	16,226 24	32,234 79	1,009 60
Barclay Coal Company's railroad,	11,000 00	14,772 02	16,953 84	13,611 61	798 15
Beech Creek,	134,329 25	87,603 18	130,430 99	80,717 88	59,723 10
Bell's Gap,		60,220 50	66,718 70	67,750 52	
Berlin,	571 52	4,309 69	3,243 03	1,891 43	3,273 19
Berlin Branch,		2,545 83		1,316 18	
Bradford, Bordell and Kinzua,	1,927 80	21,088 38	31,122 85	11,882 20	4,623 86
Bradford, Eldred and Cuba,		8,454 60	10,392 29	11,046 88	1,623 90
Buffalo Run, Bellefonte and Bald Eagle,	24,984 56	23,353 68			6,700 77
Buffalo, Rochester and Pittsburgh,	488,789 13	428,938 84	449,216 72	367,649 82	104,808 32
Catsauqua and Fogelsville,		10,812 27	13,981 97	13,910 92	1,094 49
Chartiers,	16,478 70	30,612 67	21,364 06	63,635 39	
Cleveland and Pittsburgh,		832,102 22	509,161 51	391,440 71	282,202 09
Corning, Cowanesque and Antrim,	150,000 00	104,103 03	137,508 82	161,965 92	100,230 24
Cornwall,	31,651 41	25,347 09	40,774 18	19,866 87	2,233 06
Cornwall and Lebanon,	61,340 12	43,002 43	54,988 15	19,910 54	5,050 29
Coudersport and Port Allegheeny,	5,350 00	7,950 00	5,773 00	7,402 00	165 00
Cresson, Clearfield County and New York Shortt Route,	9,530 80	15,198 75	11,985 13	10,788 73	3,604 07
Cumberland Valley,	851 08	163,798 89	145,472 69	110,480 89	100,792 63
Delaware and Hudson Canal Company's railroad,	229,593 01	1,247,990 09	549,526 89	252,913 21	95,835 34
Delaware, Lackawanna and Western,		1,630,259 43	1,697,036 59	719,145 68	1,670,892 96
Dillsburg and Mechanicsburg,		7,077 18	4,230 69	3,919 07	
Dunkirk, Allegheny Valley and Pittsburgh,		62,526 02	41,652 53	59,546 10	8,859 49
East Broad Top,	9,952 08	29,683 75	25,625 41	29,448 38	9,334 96

TABLE K.—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Charged to cost of road, real estate and equipment	Charged to conduct- ing transportation.	Charged to mainte- nance of motive power.	Charged to mainte- nance of way.	Charged to mainte- nance of cars.
Elmira and Williamsport, . . . . .	..	\$288,660 51	\$228,696 49	\$122,788 06	\$36,997 62
Erie and Pittsburgh, . . . . .	..	140,923 52	114,914 27	95,407 63	67,815 41
Erie and Wyoming Valley, . . . . .	..	142,946 17	190,290 24	102,253 98	22,912 13
Frankford and Holmesburg,	\$1,320 13	3,811 63	5,114 55	9,185 36	..
Gettysburg and Harrisburg, . . . . .	..	6,344 42	10,050 76	6,293 60	..
Greenlick Narrow Gauge, . . . . .	..	2,100 72	530 51	407 86	..
Harrisburg and Potomac, . . . . .	..	9,701 58	..	6,782 63	2,199 79
Huntingdon and Broad Top Mountain,	38,276 49	75,949 74	54,479 25	59,492 18	3,989 97
Ironton, . . . . .	..	7,599 93	5,759 10	5,851 07	..
Jamestown and Franklin,	184 44	..	..	..	..
Junction, . . . . .	..	..	..	103,874 62	..
Lake Shore and Michigan Southern, . . . . .	..	4,229,101 67	2,735,490 02	2,500,494 50	814,797 31
Lehigh Valley,	1,347,364 21	1,682,240 70	2,256,164 69	1,664,030 21	1,279,515 53
Ligonier Valley,	517 70	5,139 55	4,166 49	6,050 78	108 83
Little Saw-Mill Run, . . . . .	..	7,878 65	7,306 77	7,012 43	11,116 12
Littlestown, . . . . .	..	5,861 53	4,915 58	5,112 29	660 10
Lykens Valley, . . . . .	..	32,903 15	18,097 44	16,747 32	3,805 40
Meadville and Linesville,	2,112 67	9,269 32	8,197 05	9,102 58	785 53
Montongahela Connecting, . . . . .	..	6,081 56	8,065 98	2,014 37	714 93
Mont Alto, . . . . .	..	7,284 90	5,787 74	5,460 13	..
Montrose, . . . . .	..	5,508 93	3,581 92	11,716 41	..
New Castle and Beaver Valley, . . . . .	..	61,221 51	30,452 61	22,128 09	5,299 62
New York, Chicago and St. Louis,	209,372 60	1,570,326 61	1,074,111 35	929,963 22	322,411 11
New York, Lake Erie and Western Coal,	22,935 22	82,560 45	85,219 87	25,355 44	3,273 01
New York and Northern Pennsylvania, . . . . .	..	845 40	1,845 37	2,264 07	..
New York, Susquehanna and Western,	182,952 47	283,323 73	269,918 63	167,089 76	51,247 51
Nittany Valley,	4,334 37	1,541 25	4,566 57	231 65	213 16
Northern Central, . . . . .	..	837,953 84	695,500 68	380,663 43	465,973 55

North-East Pennsylvania,	17,112 91	8,961 54	2,955 16
Ohio and Baltimore Short Line,	5,388 50	2,655 28	5,160 14
Pennsylvania,	8,498,525 78	4,439,588 26	3,515,029 45
Penn Gas Coal Company's,	3,529 69	15,292 02	
Pennsylvania and New York Canal and Railroad,	570,857 84	699,543 18	156,583 32
People's,	461 23	8,478 15	
Perktoinen,	52,975 51	32,073 57	
Philadelphia and Chester Valley,	930,638 27	13,376 43	
Philadelphia and Erie,	79,859 10	642,376 05	391,789 73
Philadelphia, Germantown and Chestnut Hill,	26,931 93	19,391 83	31 73
Philadelphia, Newtown and New York,	4,668,968 55	39,068 28	
Philadelphia and Reading,	975,588 15	1,956,464 29	888,129 88
Philadelphia and Trenton,	1,978,684 27	235,847 87	164,339 99
Philadelphia, Wilmington and Baltimore,	79,458,77	1,022,785 04	487,403 28
Pine Creek,	49,233 53	154,607 20	118,565 17
Pittsburgh and Castle Shannon,	19,049 96		5,597 66
Pittsburgh, Chartiers and Youghiogheny,	1,250,331 53	10,465 53	8,008 07
Pittsburgh, Cincinnati and St. Louis,	530,839 64	1,041,064 20	568,788 11
Pittsburgh and Connellsville,	2,087,723 53	178,965 19	370,184 08
Pittsburgh, Fort Wayne and Chicago,	23,928 69	1,114,039 51	949,480 54
Pittsburgh Junction,	560,235 21	9,037 21	9,779 90
Pittsburgh and Lake Erie,	165,348 66	425,867 36	108,642 95
Pittsburgh, McKeesport and Youghiogheny,	297,127 44	148,431 54	122,237 39
Pittsburgh and Western,	186,392 12	123,579 75	82,034 06
Pittsburgh, Youngstown and Ashtabula,	73,024 23	153,205 32	40,243 61
Reading and Columbia,	6,090 18	55,189 44	
Salisbury,	94,258 34	1,859 20	7,537 12
Shamokin Valley and Pottsville,	11,114 98	39,549 08	15,098 80
Sharpsville,	6,441 71	7,290 83	371 06
Sinemahoning Valley,	1,740 06	9,382 79	3,555 60
Slate Run,	424 57	11,536 53	1,360 27
Somerset County,	32,237 25	1,684 50	
Somerset and Cambria,	7,700 60	27,788 25	49,618 12
South Mountain,	7,689 01	5,380 15	
Southern Pennsylvania,	2,355 02	9,976 69	
State Line,	2,416 05	2,349 61	3,879 74
Stewartstown,	12,468 11	1,722 58	
Stony Creek,	56,301 00	8,888 05	
Tioga,	7,103 70	57,987 62	13,167 17
Tionesta Valley,		13,099 19	1,134 20
Ursina and North Fork,		1,392 11	
Warren and Farnsworth,	2,485 49	2,060 69	387 34
Waynesburg and Washington,	8,147 27	18,816 79	2,394 69

TABLE K.—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Charged to cost of road, real estate and equipment.	Charged to conduct- ing transportation.	Charged to mainte- nance of motive power.	Charged to mainte- nance of way.	Charged to mainte- nance of cars.
Western Maryland, . . . . .	..	\$162,406 84	\$112,238 50	\$71,171 57	\$29,586 56
Western New York and Pennsylvania,	\$119,016 31	711,824 41	630,528 45	575,532 39	213,700 81
Wheeling, Pittsburgh and Baltimore,	71,353 11	135,792 96	139,715 78	83,958 03	142,553 59
Wilkes-Barre and Western, . . . . .	..	5,775 96	4,966 16	1,200 00	..
Williamsport and North Branch,	4,626 43	9,964 55	7,137 81	11,122 11	1,080 35
Wilmington and Northern,	130,338 68	79,978 90	108,924 90	66,181 75	19,697 13
York and Peach Bottom,	2,896 19	..	12,248 75	9,254 12	7,410 73
Total,	\$7,717,126 99	\$39,846,660 14	\$29,643,612 31	\$22,825,472 07	\$14,423,941 78

TABLE K.—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	General expenses.	Total operating ex- penses.	Total expenses.	Percent of operat- ing expenses to earnings.	Expenses per mile of road operated.
Addison and Pennsylvania,	\$5,183 76	\$70,647 07	\$79,503 91	63	\$1,939 12
Allegheny Valley,	63,882 44	1,194,256 44	1,194,256 44	57.66	4,611 03
Allentown,					
Baltimore and Harrisburg,	2,146 87	76,268 61	76,268 61		
Baltimore and Philadelphia,	46,317 11	511,414 64	511,414 64		
Bangor and Portland,	2,791 66	63,595 33	74,595 33	119.50	1,496 01
Barclay Coal Company's railroad,	236 27	46,844 44	46,844 44	73.86	2,886 29
Beech Creek,	47,795 29	406,270 44	540,599 69	44.48	2,165 38
Bell's Gap,	4,330 73	199,020 45	199,020 45		
Berlin,	1,734 52	14,451 86	15,023 38	184.41	
Berlin Branch,	137 14	3,999 15	3,999 15		571 30
Bradford, Bordell and Kinzua,	5,077 73	73,795 02	75,622 82	95	1,184 13
Bradford, Eldred and Cuba,	4,133 16	35,650 83	35,650 83	130	1,503 01
Buffalo Run, Bellefonte and Bald Eagle,		30,054 45	55,639 01		
Buffalo, Rochester and Pittsburgh,	92,265 06	1,536,878 76	2,025,667 89	79.8	5,364 00
Catsaqua,	7,743 81	47,543 46	47,543 46	45.45	1,864 45
Chartiers,	2,385 90	117,998 02	134,446 72	61.38	5,025 47
Cleveland and Pittsburgh,	115,896 90	2,130,803 43	2,130,803 43	66.151	9,513 36
Colebrookdale,	249 00		249 00		
Corning, Cowanesque and Antrim,	20,798 76	524,666 77	674,666 77	76.97	7,333 33
Cornwall,	11,333 43	99,554 63	131,206 04	86½	3,448 38
Cornwall and Lebanon,	4,621 22	127,582 63	188,022 75	57½	5,358 36
Coudersport and Port Allegheny,		21,290 01	26,640 00		1,252 00
Cresson, Clearfield County and New York Short Route,		48,350 93	57,881 73		1,758 21
Cumberland Valley,	6,744 25	542,523 45	543,374 53	72.189	6,610 40
Delaware and Hudson Canal Company's railroad,	7,863 77	2,178,548 40	2,408,141 41	65.12	14,332 55
Deaware, Lackawanna and Western,	32,182 87	5,947,994 30	5,947,994 30	73.96	28,144 20
Dillsburg and Mechanicsburg,	230,659 64	15,991 76	15,991 76	59.283	1,648 64
Dunkirk, Allegheny Valley and Pittsburgh,	764 82	198,181 33	198,181 33	97	2,187 43
	25,597 19				

TABLE K.—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	General expenses.	Total operating expenses.	Total expenses.	Percent. of operating expenses to earnings.	Expenses per mile of road operated.
East Broad Top,	\$8,973 05	\$103,065 55	\$113,017 63	84.18	\$2,618 83
East Mahanoy,			30,943 00		
Elmira and Williamsport,	10,493 08	687,635 76	687,635 76	69.22	9,107 76
Erie and Pitsburgh,	9,419 48	428,480 31	428,480 31	68.87	5,072 57
Erie and Wyoming Valley,	13,657 33	472,059 85	473,379 98		7,552 96
Frankford and Holmesburg,		18,111 54	18,111 54		
Gettysburg and Harrisburg,	2,242 68	24,931 46	24,931 46	60	1,013 47
Greenlick Narrow Gauge,		3,039 09	3,039 09		759 77
Harrisburg and Potomac,	1,599 30	20,283 30	20,283 30	74½	584 20
Huntingdon and Broad Top Mountain,	31,896 45	225,807 59	264,084 08	43.76	2,770 65
Ironton,	453 78	19,663 88	19,663 88	50.9	1,638 65
Jamestown and Franklin,		119,001 08	119,185 52	70.93	2,328 79
Junction,	3,066 31	106,940 93	106,940 93		
Lake Shore and Michigan Southern,	1,030,487 69	11,310,371 19	11,310,371 19	62.73	8,429 44
Lehigh Valley,	246,283 60	7,128,234 73	8,475,598 94		
Ligonier Valley,	2,890 67	18,356 37	18,874 07	60.48	1,748 22
Little Saw-Mill Run,	3,856 85	37,170 82	37,170 82	72.05	12,556 94
Little Schuylkill Navigation,			34,405 13		
Littlestown,	899 20	17,448 70	17,448 70	85.8	1,876 20
Lykens Valley,	2,101 54	73,657 85	73,657 85	54.00	3,738 97
Meadville and Linesville,	3,873 42	31,227 90	33,340 57	85.88	1,626 37
Monongahela Connecting,	5,639 33	22,516 17	22,516 17		
Mont Alto,	500 00	19,032 77	19,032 77	88.8	1,069 26
Montrose,	1,100 00	21,907 26	21,907 26	80 9	782 40
Mount Pleasant and Broad Ford,	688 36	688 36	688 36	.0386	70 97
New Castle and Beaver Valley,	5,319 72	124,421 55	124,421 55	52.379	8,305 84
New York, Chicago and St. Louis,	217,011 84	4,113,824 13	4,323,196 73	83.64	7,865 52
New York, Lackawanna and Western,		75,423 98	75,423 98	45.87	11,766 61
New York, Lake Erie and Western,		13,099,372 27	13,099,372 27	62.85	

New York, Lake Erie and Western Coal,	4, 924 66	201, 333 43	224, 268 65	48.44	4, 302 91
New York and Northern Pennsylvania,	70 00	5, 024 84	5, 024 84	64	1, 004 97
New York, Pennsylvania and Ohio,		4, 520, 885 09	4, 520, 885 09	70.88	
New York, Susquehanna and Western,		849, 991 22	1, 032, 943 69	58.79	5, 512 27
Nittany Valley,	78, 411 59	7, 526 13	11, 860 50		2, 091 80
Northern Central,	47, 599 19	2, 427, 690 69	2, 427, 690 69	60.76	17, 465 40
North-East Pennsylvania,	552 55	29, 615 42	29, 615 42		
Ohio and Baltimore Short Line,	1, 349 83	18, 480 10	19, 473 73	253.75	
Pennsylvania,	683, 629 11	23, 526, 578 85	25, 973, 375 69		
Pennsylvania Company,			325, 159 64		
Penn Gas Coal Company's,		22, 808 45	22, 808 46		2, 329 77
Pennsylvania and New York Canal and Railroad,	80, 982 12	2, 108, 020 99	2, 108, 020 99		
Peoples,	1, 289 80	14, 933 60	14, 933 60		
Perkounen,	7, 190 81	144, 071 68	145, 323 83	71.76	3, 742 12
Philadelphia and Chester Valley,	870 61	39, 402 51	39, 402 51	103	1, 832 67
Philadelphia and Erie,		2, 733, 088 32	2, 733, 088 32		
Philadelphia, Germantown and Chestnut Hill,		145, 745 84	145, 745 84		
Philadelphia, Newtown and New York,		104, 657 47	104, 657 47	112	5, 007 53
Philadelphia and Reading,	3, 548 07	13, 800, 781 15	13, 800, 781 15	67	15, 689 57
Philadelphia and Trenton,	4, 559, 242 45	2, 125, 626 90	2, 125, 626 90		
Philadelphia and Wilmington and Baltimore,	24, 976 45	4, 827, 378 53	4, 827, 378 53		
Pine Creek,	75, 199 38	473, 929 18	473, 929 18		
Pittsburgh and Castle Shannon,	17, 065 42	61, 615 94	61, 615 94	65.52	9, 211 99
Pittsburgh, Chartiers and Youghiogheny,	6, 158 45	71, 798 23	142, 401 08	90.1	9, 478 37
Pittsburgh, Cinelnati and St. Louis,	13, 444 18	4, 193, 011 08	4, 321, 891 07	80.038	4, 723 57
Pittsburgh and Connellsville,	178, 091 95	1, 533, 940 37	1, 690, 775 29	77.81	20, 129 67
Pittsburgh, Fort Wayne and Chicago,	66, 001 42	7, 129, 360 60	7, 129, 360 60	64 09	10, 308 74
Pittsburgh Junction,	448, 635 00	48, 675 66	120, 304 71	71.526	15, 223 27
Pittsburgh and Lake Erie,	5, 336 99	1, 356, 648 36	1, 838, 210 00	24.18	19, 126 58
Pittsburgh, McKeesport and Youghiogheny,	137, 649 73	574, 646 20	632, 488 23	77.23	8, 869 67
Pittsburgh and Northern,	28, 130 37		6, 420 40		
Pittsburgh and Western,	35, 135 11	773, 800 83	1, 208, 150 18	60	
Pittsburgh, Youngstown and Ashtabula,	40, 808 64	603, 240 88	916, 161 57	55.722	4, 941 35
Reading and Columbia,	29, 278 03	270, 482 39	270, 482 39	86.5	3, 593 97
Salisbury,	2, 229 21	22, 582 04	28, 556 52	42.13	1, 140 51
Shanokin Valley and Pottsville,	4, 260 96	214, 041 35	214, 041 35	52.25	7, 840 34
Sharpsville,	2, 599 43	31, 936 09	37, 577 33	71.79	2, 210 43
Sinnemahoning Valley,	8, 164 00	40, 482 80	40, 482 80		3, 316 12
Slate Run,		18, 018 24	20, 401 06		1, 700 00
Somerset County,	1, 800 00	6, 749 45	6, 749 45		843 68
Somerset and Cambria,	9, 771 68	139, 042 11	149, 082 99	101.84	2, 648 42
South Mountain,	1, 741 16	23, 537 24	23, 537 24	59	1, 323 80
Southern Pennsylvania,	556 93	22, 994 69	22, 994 69	110.247	1, 070 31

TABLE K.—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	General expenses.	Total operating ex- penses.	Total expenses.	Per cent. of operat- ing expenses to earnings.	Expenses per mile of road operated.
State Line,	\$435 64	\$11,779 49	\$26,866 95	89.39	. . . . .
Stewartstown,	61 50	7,224 11	7,224 11	61.1	1,002 00
Stony Creek,	4,048 69	39,555 77	39,623 77	137 $\frac{1}{2}$	3,553 70
Tioga,	6,186 47	196,207 07	196,207 07	58.98	3,031 30
Tionesta Valley,	6,946 92	36,503 61	36,503 61	69	986 56
Ursina and North Fork, . . . . .	. . . . .	2,462 11	2,962 11	. . . . .	. . . . .
Warren and Farnsworth,	1,768 04	9,108 44	9,108 44	92	552 00
Waynesburg and Washington,	2,695 78	39,408 51	40,487 96	77.99	1,399 95
Western Maryland,	28,853 58	404,257 05	404,257 05	. . . . .	. . . . .
Western New York and Pennsylvania, Wheeling, Pittsburgh and Baltimore,	73,846 89	2,205,432 95	2,324,449 26	72	3,353 45
Wilkes-Barre and Harvey's Lake, Wilkes-Barre and Western,	19,994 41	522,014 77	593,367 88	98.45	. . . . .
Williamsport and North Branch, Wilmington and Northern, . . . . .	. . . . .	17,176 68	17,176 68	. . . . .	. . . . .
York and Peach Bottom, . . . . .	. . . . .	11,942 12	11,942 21	. . . . .	. . . . .
	7,846 18	37,151 00	41,777 43	. . . . .	. . . . .
	54,566 93	329,352 61	459,961 29	86.48	3,663 02
	9,533 33	38,476 93	41,373 12	66 $\frac{3}{4}$	961 92
Total,	\$9,188,210 12	\$133,759,099 16	\$141,683,620 22	. . . . .	. . . . .

TABLE L.—ACCIDENTS.

NOTE.—Fig. 1 denotes from causes beyond their control. Fig. 2 denotes from their own misconduct or carelessness.

NAME OF COMPANY.	PASSENGERS.				EMPLOYEES.				OTHERS.				TOTAL.	
	Killed.		Injured.		Killed.	Injured.			Killed.	Injured.			Killed.	Injured.
	1.	2.	1.	2.	1.	2.	1.	2.	1.	2.	1.	2.	1.	2.
Addison and Pennsylvania,														
Allegheny Valley,				1										3
Baltimore and Harrisburg,						3								8
Baltimore and Philadelphia,														4
Barelay Coal Company's railroad,						1	17							32
Beech Creek,							3							5
Bradford, Bordell and Kinzua,			2		3	1								27
Bradford, Eldred and Cuba,					1		1							3
Buffalo Run, Bellefonte and Bald Eagle,														2
Buffalo, Bradford and Pittsburgh,							12							1
Buffalo, Rochester and Pittsburgh,						3	7							36
Chartiers,							2							79
Cleveland and Pittsburgh,							3							5
Corning, Cowanesque and Antrim,					5		36							3
Cornwall,							2							2
Cresson, Clearfield County and New York Short Route,														1
Cumberland Valley,						1	2							4
Delaware and Hudson Canal Company's railroad,			1	2		8	10							67
Delaware, Lackawanna and Western,						9	22							39
Dunkirk, Allegheny Valley and Pittsburgh,					10	1								2
Elmira and Williamsport,							22							26
Erte and Pittsburgh,							2							3
Huntingdon and Broad Top Mountain,							2							8
Jefferson,					1	7	11							35
Junction,							2							1
Lake Shore and Michigan Southern,							2							18
Lehigh and Susquehanna,		1			7	4	31							49
Lehigh Valley,	63	1	63		10	8	1						123	98

TABLE L.—ACCIDENTS—CONTINUED.

NAME OF COMPANY.	PASSENGERS.				EMPLOYEES.				OTHERS.				TOTAL.	
	Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Killed.	Injured.
	1.	2.	1.	2.	1.	2.	1.	2.	1.	2.	1.	2.		
Little Saw-Mill Run,													1	
Lykens Valley,													2	
New Castle and Beaver Valley,													10	
New York, Chicago and St. Louis,						1		7					2	
New York, Lake Erie and Western,						1							2	
New York, Lake Erie and Western Coal,													176	949
New York, Lake Erie and Western Coal,								16					3	21
New York, Pennsylvania and Ohio,						5				3			71	402
New York, Pennsylvania and Ohio,								2					5	8
New York, Susquehanna and Western,			2			2				3				
Nittany Valley,													1	
Northern Central,	2					39		20		5			6	70
Ohio and Baltimore Short Line,						1								2
Pennsylvania,	2	32	42	10		178		1,347		175	1	297	258	1,897
Pennsylvania and New York Canal and Railroad,						5		38		1		3	6	43
Perkiomen,						1							1	2
Philadelphia and Erie,			5	1		128		23		10		10	20	168
Philadelphia, Germantown and Chestnut Hill,						1		3				5	2	13
Philadelphia and Reading,		2	8	1	24	49		26		10	14	45	187	125
Philadelphia and Trenton,			1	4		4		36		19		31	23	72
Philadelphia, Wilmington and Baltimore,						11				19			30	1
Pine Creek,			2					10					1	12
Pittsburgh and Castle Shannon,														1
Pittsburgh, Chartiers and Youghiogheny,								1		1		2	2	5
Pittsburgh, Cincinnati and St. Louis,						15		20		17	1	15	25	51
Pittsburgh and Connellsville,						7		13		21		5	28	19
Pittsburgh, Fort Wayne and Chicago,			2	7	3	1		70		19	3	26	23	128
Pittsburgh Junction,										3			3	5
Pittsburgh and Lake Erie,								8		4		16	7	76
Pittsburgh, McKeesport and Youghiogheny,			5			46		7		2		20	6	51
Pittsburgh and Western,			1			23		31		7			13	35
Pittsburgh, Youngstown and Ashtabula,						9		5			1		1	16

Reading and Columbia,	63	8	124	76	103	226	719	1,951	19	553	29	594	1,245	4,944
Salisbury,						1								
Shamokin Valley and Pottsville,				1	6		4	1					1	
Somerset and Cambria,							2	1				2	8	
State Line,					1			1					1	
Stony Creek,														
Tioga,				3		3	3	6				1	5	13
Western Maryland,		1						1				1	2	6
Western New York and Pennsylvania,								1				5	26	100
Wheeling, Pittsburgh and Baltimore,					5	3	6	1					8	7
Williamsport and North Branch,								1					1	1
Wilkes-Barre and Northern,			2	1			6	4	1				1	13
Total,	63	8	124	76	103	226	719	1,951	19	553	29	594	1,245	4,944

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Addison and Pennsylvania,	\$500,000 00	\$511,400 00	\$511,400 00	\$590,500 00	\$29,525 00
Allegheny Valley,	2,166,500 00	2,166,500 00	2,166,500 00	2,166,500 00	2,166,500 00
Allentown,	1,268,844 47	1,268,844 47	1,268,844 47	1,268,844 47	1,268,844 47
Arnot and Pine Creek,	255,000 00	255,000 00	255,000 00	255,000 00	255,000 00
Allentown Terminal,					225,000 00
Bachman Valley,	66,792 31	66,792 31			
Bald Eagle Valley,	935,000 00	935,000 00	935,000 00	935,000 00	935,000 00
Baltimore and Cumberland Valley,	76,700 00	76,700 00	76,700 00	76,700 00	76,700 00
Baltimore and Cumberland Valley Extension,	270,000 00	270,000 00	270,000 00	270,000 00	270,000 00
Baltimore and Harrisburg,				720,000 00	720,000 00
Baltimore and Ohio Short Line,		3,000,000 00	3,000,000 00	3,000,000 00	
Baltimore and Philadelphia,	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00	5,000,000 00
Bangor and Portland,	121,100 00	121,100 00	121,100 00	121,100 00	121,100 00
Barclay Coal Company's railroad,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Bedford and Bridgeport,	599,650 00	599,650 00	599,650 00	599,650 00	599,650 00
Beech Creek,	4,307,000 00	4,955,000 00	5,000,000 00	5,000,000 00	5,000,000 00
Bellefonte, Nittany and Lecomt,	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Bellefonte and Buffalo Run,				369,000 00	388,050 00
Bellefonte and Eastern,					250,000 00
Bellevue Incline Plane,	1,500 00				
Bell's Gap,	550,000 00	550,000 00	550,000 00	550,000 00	550,000 00
Berlin,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Berlin Branch,	43,194 40	43,195 19	43,195 19	43,195 19	43,195 19
Bethlehem and Belvidere,	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Big Level,	5,742 00				
Big Level and Kinzua,	7,505 00				
Bradford,		100,000 00			100,000 00
Bradford, Bordell and Kinzua,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Bradford, Bordell and Smethport,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Bradford, Eldred and Cuba,	480,000 00	480,000 00	480,000 00	480,000 00	480,000 00
Bradford, Richburg and Cuba,	31,000 00	31,000 00	31,000 00	31,000 00	100,000 00
Brockwayville and Punxsutawney,		250,000 00	250,000 00	250,000 00	250,000 00
Buffalo, Bradford and Pittsburgh,	2,286,400 00	2,286,400 00	2,286,400 00	2,286,400 00	2,286,400 00
Buffalo, New York and Philadelphia,	20,319,522 07	20,319,522 07	20,320,876 88	20,333,296 88	
Buffalo, Rochester and Pittsburgh,				12,000,000 00	12,000,000 00

Cambria and Clearfield,	426,900 00	426,900 00	426,900 00	426,900 00	300,000 00
Catsaqua and Fogelsville,	4,359,500 00	4,359,500 00	4,359,500 00	4,359,500 00	426,900 00
Catawissa,	70,000 00				4,359,500 00
Central Pennsylvania,	647,850 00	647,850 00	647,850 00	647,850 00	
Chartiers,	10,000 00	10,000 00	10,000 00	10,000 00	645,250 00
Cherry Grove,	185,000 00	185,000 00	185,000 00	185,000 00	10,000 00
Chester Creek,	39,550 00	39,550 00	39,550 00	39,550 00	185,000 00
Chester and Delaware River,	871,900 00	871,900 00	871,900 00	871,900 00	39,550 00
Chester Valley,	120,650 00	120,650 00	120,650 00	120,650 00	39,550 00
Chestnut Hill,					
Clearmont and Kinzua,					120,650 00
Clearfield and Jefferson,					3,125 00
Clermont and Bradford,					1,000,000 00
Cleveland and Pittsburgh,	11,235,950 00	11,236,500 00	11,236,500 00	11,236,500 00	3,125 00
Colebrookdale,	297,215 00	297,215 00	297,215 00	297,215 00	11,236,350 00
Colebrook Valley,	400,000 00				297,215 00
Columbia and Port Deposit,	497,100 00	497,100 00	497,100 00	497,100 00	
Connecting,	1,278,300 00	1,278,300 00	1,278,300 00	1,278,300 00	497,100 00
Corning, Cowanesque and Antrim,	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	1,278,300 00
Cornwall,	300,000 00	300,000 00	300,000 00	300,000 00	2,000,000 00
Cornwall and Lebanon,	200,000 00	200,000 00	200,000 00	200,000 00	400,000 00
Cornwall and Mt. Hope,	100,000 00	100,000 00	100,000 00	100,000 00	600,000 00
Coudersport and Port Allegheny,					
Cresson, Clearfield Co. and New York Short Route,	1,777,850 00	1,777,850 00	1,777,850 00	1,777,850 00	
Cumberland Valley,	3,790 00	3,790 00	3,790 00	3,790 00	150,000 00
Danville and Riverside,	26,710 00	26,710 00	26,710 00	26,710 00	1,000,000 00
Danville and Shamokin,	23,500,000 00	23,500,000 00	23,500,000 00	23,500,000 00	1,777,850 00
Delaware and Hudson,	26,200,000 00	26,200,000 00	26,200,000 00	26,200,000 00	3,790 00
Delaware, Laekawanna and Western,	21,984 00	21,984 00	21,984 00	21,984 00	26,710 00
Delaware River and Lancaster,	54,650 00	54,650 00	54,650 00	54,650 00	24,500,000 00
Dillsburg and Mechanicsburg,					26,200,000 00
Downton and Lancaster,					27,887 00
Dunkirk, Allegheny Valley and Pittsburgh,	1,300,000 00	1,300,000 00	1,300,000 00	1,300,000 00	89,800 00
Easton and Bangor Railway,					250,000 00
Easton and Bangor Railroad,	155,450 00	155,450 00	155,450 00	155,450 00	1,300,000 00
East Brandywine and Waynesburg,	796,448 00	796,448 00	796,448 00	796,448 00	300,000 00
East Broad Top,					
Eastern Heights,					
East Mahanoy,	392,550 00	479,700 00	479,700 00	479,700 00	155,450 00
East Pennsylvania,	1,709,550 00	1,714,950 00	1,714,950 00	1,714,950 00	796,448 00
Ebensburg and Cresson,	42,000 00	42,000 00	42,000 00	42,000 00	1,500 00
Edgewood,	15,000 00	15,000 00	15,000 00	15,000 00	479,700 00
Elmhira and Williamsport,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,914,950 00
					42,000 00
					15,000 00
					15,000 00
					1,000,000 00
					1,000,000 00
					1,000,000 00
					479,700 00
					1,714,950 00
					42,000 00
					15,000 00
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					479,700 00
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					1,000,000 00
					479,700 00
					1,914,950 00
					42,000 00
					15,000 00
					1,000,000 00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Erie and Pittsburgh,	\$1, 101, 550 00	\$1, 101, 550 00	\$1, 101, 550 00	\$1, 101, 550 50	\$1, 101, 550 00
Erie and Wyoming Valley,	1, 500, 000 00	1, 500, 000 00	1, 500, 000 00	1, 500, 000 00	1, 500, 000 00
Evergreen,	25, 000 00	25, 000 00	25, 000 00	25, 000 00	25, 000 00
Fairehance and State Line,	2, 515 00	2, 515 00	2, 515 00	2, 515 00	2, 575 00
Fayette County,	125, 395 71	125, 395 71	125, 395 71	125, 395 71	125, 395 71
Fort Pitt Incline Plane,*	60, 000 00	60, 000 00	60, 000 00	60, 000 00	60, 000 00
Frankford and Holmesburg,	100, 000 00	100, 000 00	100, 000 00	100, 000 00	100, 000 00
Germanatown, Norristown and Phoenixville,	150, 000 00	150, 000 00	150, 000 00	150, 000 00	150, 000 00
Gettysburg and Harrisburg,	250, 000 00	250, 000 00	250, 000 00	250, 000 00	250, 000 00
Grassy Island,	31, 650 00	31, 650 00	31, 650 00	31, 650 00	31, 650 00
Greenlick Narrow Gauge,	116, 850 00	116, 850 00	116, 850 00	116, 850 00	116, 850 00
Hanover Junction, Hanover and Gettysburg,	220, 750 00	220, 750 00	220, 750 00	220, 750 00	220, 750 00
Hanover and York,	1, 182, 550 00	1, 182, 550 00	1, 182, 550 00	1, 182, 550 00	1, 182, 550 00
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	379, 165 20	379, 165 20	379, 165 20	379, 165 20	379, 165 20
Harrisburg and Potomac,	150, 180 00	150, 180 00	150, 180 00	150, 180 00	150, 180 00
Harrisburg and Western,	3, 353, 250 00	3, 354, 200 00	3, 354, 350 00	3, 354, 350 00	3, 355, 200 00
Huntingdon and Broad Top Mountain,	200, 000 00	200, 000 00	200, 000 00	200, 000 00	200, 000 00
Ironton,	601, 810 50	601, 810 50	601, 810 50	601, 810 50	601, 810 50
Jamestown and Franklin,	2, 096, 050 00	2, 096, 050 00	2, 096, 050 00	2, 096, 050 00	2, 096, 050 00
Jefferson,	20, 000 00	20, 000 00	20, 000 00	20, 000 00	20, 000 00
Jones Lake,	21, 000 00	21, 000 00	21, 000 00	21, 000 00	21, 000 00
Johnsonburg and Bradford,	250, 000 00	250, 000 00	250, 000 00	250, 000 00	250, 000 00
Junction,	150, 000 00	150, 000 00	150, 000 00	150, 000 00	150, 000 00
Kendall and Eldred,	2, 500 00	2, 500 00	2, 500 00	2, 500 00	2, 500 00
Kensington and Tacony,	100, 000 00	100, 000 00	100, 000 00	100, 000 00	100, 000 00
Kinzua,	50, 000, 000 00	50, 000, 000 00	50, 000, 000 00	50, 000, 000 00	50, 000, 000 00
Kinzua Creek and Kane,	82, 720 00	82, 720 00	82, 720 00	82, 720 00	82, 720 00
Lake Shore and Michigan Southern,	500, 000 00	500, 000 00	500, 000 00	500, 000 00	500, 000 00
Lancaster and Reading Narrow Gauge,	375, 100 00	375, 100 00	375, 100 00	375, 100 00	375, 100 00
Lawrence,	32, 954 920 00	33, 098, 700 00	33, 218, 850 00	33, 234, 850 00	33, 234, 850 00
Lehigh and Laekawanna,	1, 200, 000 00	1, 200, 000 00	1, 200, 000 00	1, 200, 000 00	1, 200, 000 00
Lehigh Valley,	100, 000 00	100, 000 00	100, 000 00	100, 000 00	100, 000 00
Lewisburg and Tyrone,	144, 375 00	144, 375 00	144, 375 00	144, 375 00	144, 375 00
Ligonier Valley,	150, 000 00	150, 000 00	150, 000 00	150, 000 00	150, 000 00
Little Saw-Mill Run,	370, 500 00	370, 500 00	370, 500 00	370, 500 00	370, 500 00
	40, 230, 960 00	40, 230, 960 00	40, 230, 960 00	40, 230, 960 00	40, 230, 960 00
	1, 200, 000 00	1, 200, 000 00	1, 200, 000 00	1, 200, 000 00	1, 200, 000 00
	150, 000 00	150, 000 00	150, 000 00	150, 000 00	150, 000 00
	144, 375 00	144, 375 00	144, 375 00	144, 375 00	144, 375 00

Littlestown,	34,850 00	34,850 00	34,850 00	34,850 00	34,850 00
Little Schuylkill Navigation,	2,487,850 00	2,487,850 00	2,487,850 00	2,487,850 00	2,487,850 00
Loyalsock,	36,487 24	36,487 24	36,487 24	36,487 24	36,487 24
Lykens Valley,	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Martin's Creek,	4,000 00	4,000 00	4,000 00	4,000 00	4,000 00
McKean and Buffalo,	388,200 00	388,200 00	388,200 00	388,200 00	388,200 00
Meadville and Linesville,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
McKeesport and Belle Vernon,	167,775 00	167,775 00	167,775 00	167,775 00	167,775 00
Mifflin and Centre County,	323,375 00	323,375 00	323,375 00	323,375 00	323,375 00
Mill Creek and Mine Hill Navigation,	3,245 00	3,245 00	3,245 00	3,245 00	3,245 00
Milton and North Mountain,	4,081,900 00	4,081,900 00	4,081,900 00	4,081,900 00	4,081,900 00
Mine Hill and Schuylkill Haven,	3,000 00	3,000 00	3,000 00	3,000 00	3,000 00
Monongahela Connecting,	123,600 00	123,600 00	123,600 00	123,600 00	123,600 00
Middletown and Hummelstown,	2,200 00	2,200 00	2,200 00	2,200 00	2,200 00
Monongahela Incline Plane,*	110,000 00	110,000 00	110,000 00	110,000 00	110,000 00
Monongahela North Shore,	110,000 00	110,000 00	110,000 00	110,000 00	110,000 00
McKeesport and Bessemer,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Mont Alto,	304,900 00	304,900 00	304,900 00	304,900 00	304,900 00
Montour,	282,350 00	282,350 00	282,350 00	282,350 00	282,350 00
Montrose,	31,616 00	31,616 00	31,616 00	31,616 00	31,616 00
Mount Carbon and Port Carbon,	150,500 00	150,500 00	150,500 00	150,500 00	150,500 00
Mount Oliver Incline Plane,*	6,500 00	6,500 00	6,500 00	6,500 00	6,500 00
Mount Pleasant and Broad Ford,	1,300,000 00	1,300,000 00	1,300,000 00	1,300,000 00	1,300,000 00
Mount Pleasant and Latrobe,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Nescopeck,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Nesquehoning Valley,	700,000 00	700,000 00	700,000 00	700,000 00	700,000 00
New Brighton and New Castle,	11,925 00	11,925 00	11,925 00	11,925 00	11,925 00
New Castle and Shenango Valley,	50,000,000 00	50,000,000 00	50,000,000 00	50,000,000 00	50,000,000 00
New Castle and Butler,	85,240,500 00	85,240,500 00	85,240,500 00	85,240,500 00	85,240,500 00
New Castle Railroad and Mining,	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
New Castle and Beaver Valley,	45,000,000 00	45,000,000 00	45,000,000 00	45,000,000 00	45,000,000 00
Newry,	21,000,000 00	21,000,000 00	21,000,000 00	21,000,000 00	21,000,000 00
New York, Chicago and St. Louis,	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00
New York, Lackawanna and Western,	81,550 00	81,550 00	81,550 00	81,550 00	81,550 00
New York, Lake Erie and Western,	34,850 00	34,850 00	34,850 00	34,850 00	34,850 00
New York, Lake Erie and Western Coal,	2,487,850 00	2,487,850 00	2,487,850 00	2,487,850 00	2,487,850 00
New York and Northern Pennsylvania,	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
New York, Pennsylvania and Ohio,	30,000,000 00	30,000,000 00	30,000,000 00	30,000,000 00	30,000,000 00
New York, Pittsburgh and Chicago,	12,000 00	12,000 00	12,000 00	12,000 00	12,000 00
New York, Susquehanna and Western,	86,535,900 00	86,535,900 00	86,535,900 00	86,535,900 00	86,535,900 00
Nittany Valley,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
North and West Branch,	44,999,350 00	44,999,350 00	44,999,350 00	44,999,350 00	44,999,350 00
North-East Pennsylvania,	21,000,000 00	21,000,000 00	21,000,000 00	21,000,000 00	21,000,000 00
	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00
	81,550 00	81,550 00	81,550 00	81,550 00	81,550 00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Northern Central,	\$6,500,000 00	\$6,500,000 00	\$6,500,000 00	\$7,150,000 00	\$7,150,000 00
North Pennsylvania,	4,556,550 00	4,556,550 00	4,556,550 00	4,556,600 00	4,646,700 00
Ohio and Baltimore Short Line,	290,000 00	290,000 00	290,000 00	290,000 00	290,000 00
Oil City and Ridgway,	150,000 00	150,000 00	150,000 00	150,000 00	86,550 00
Olean, Bradford and Warren,	94,777,850 00	94,777,850 00	98,521,300 00	106,544,500 00	106,545,400 00
Pennsylvania,	6,000 00	5,061,700 00	5,061,700 00	5,061,700 00	5,061,700 00
Pennsylvania and Martin's Creek,	3,750,000 00	4,970,000 00	6,153,000 00	6,503,000 00	6,676,800 00
Pennsylvania and New York,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Pennsylvania Schuylkill Valley,	5,000,000 00	5,000,000 00	5,000,000 00	5,000,000 00	5,000,000 00
Pennsylvania and Western,	20,000,000 00	20,000,000 00	20,000,000 00	20,000,000 00	20,000,000 00
Pennsylvania Coal,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Pennsylvania Company,	38,040 00	38,040 00	38,040 00	38,040 00	38,040 00
People's,	2,495,650 00	2,495,650 00	2,495,650 00	2,495,650 00	2,495,650 00
Perkiomen,	9,415,000 00	10,375,000 00	10,375,000 00	10,375,000 00	10,375,000 00
Philadelphia and Baltimore Central,	40,000 00	40,000 00	40,000 00	40,000 00	40,000 00
Philadelphia and Erie,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Philadelphia and Lehigh Valley,	34,768,425 28	37,669,925 28	39,283,961 78	40,119,211 78	39,480,361 78
Philadelphia Midland,	1,259,100 00	1,259,100 00	1,259,100 00	1,259,100 00	1,259,100 00
Philadelphia and Reading,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Philadelphia and Trenton,	2,246,900 00	2,246,900 00	2,246,900 00	2,246,900 00	2,246,900 00
Philadelphia, Germantown and Chestnut Hill,	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00
Philadelphia, Germantown and Norristown,	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Philadelphia, Newtown and New York,	11,819,350 00	11,819,350 00	11,819,350 00	11,819,350 00	11,819,350 00
Philadelphia and Chester Valley,	95,655 00	95,655 00	95,655 00	95,655 00	95,655 00
Philadelphia and Reading Terminal,	481,400 00	481,400 00	481,400 00	481,400 00	481,400 00
Philadelphia and Northern,	1,956,091 05	1,956,091 05	1,956,091 05	1,956,091 05	1,956,091 05
Philadelphia, Wilmington and Baltimore,	2,050,000 00	2,050,000 00	2,050,000 00	2,050,000 00	2,050,000 00
Pickering Valley,	7,250,000 00	7,250,000 00	7,250,000 00	7,250,000 00	7,250,000 00
Pine Creek,	999,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Pittsburgh and Castle Shannon,	481,400 00	481,400 00	481,400 00	481,400 00	481,400 00
Pittsburgh and Connellsville,	1,956,091 05	1,956,091 05	1,956,091 05	1,956,091 05	1,956,091 05
Pittsburgh and Lake Erie,	2,050,000 00	2,050,000 00	2,050,000 00	2,050,000 00	2,050,000 00
Pittsburgh and Mansfield,	2,500 00	2,500 00	2,500 00	2,500 00	2,500 00
Pittsburgh and Western,	12,000,000 00	12,000,000 00	12,000,000 00	12,000,000 00	12,000,000 00
Pittsburgh and Northern,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00

Pittsburgh, Cincinnati and St. Louis,	8,437,200 00	8,437,200 00	8,437,200 00	8,437,200 00	8,437,200 00
Pittsburgh, Chartiers and Youghiogheny,	593,600 00	593,600 00	593,600 00	593,600 00	593,600 00
Pittsburgh East End,	10,800 00	10,800 00	11,250 00	11,250 00	11,250 00
Pittsburgh, Fort Wayne and Chicago,	28,114,285 71	30,491,085 71	30,491,085 71	30,958,685 71	31,736,285 71
Pittsburgh Junction,	3,000,000 00	1,440,000 00	1,440,000 00	1,440,000 00	1,440,000 00
Pittsburgh, McKeesport and Youghiogheny,		3,100,000 00	3,100,000 00	3,100,000 00	3,100,000 00
Pittsburgh and North-Eastern,		152,500 00			
Pittsburgh, Youngstown and Ashtabula,				3,033,341 58	3,033,341 58
Pittsburgh and State Line,		1,200,000 00	1,200,000 00		
Pittsburgh and White Hall,			300,000 00	300,000 00	
Pittsburgh, Virginia and Charleston,		1,505,600 00	1,505,200 00	1,505,200 00	1,805,200 00
Plymouth,	12,050 00	12,050 00	12,050 00	12,050 00	12,050 00
Point Breeze,	7,200 00	7,200 00			7,200 00
Pomeroy and Newark,	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Pottsville and Mahanoy,		150,000 00			
Reading and Columbia,	958,268 09	958,268 09		958,268 09	958,268 09
Reading and Lebanon,	16,500 00	16,500 00			
Reading, Marietta and Hanover,		250,000 00	250,000 00	250,000 00	250,000 00
Reading and Pottsville,	35,135 00				
Rew City and Eldred,	111,000 00	111,000 00	111,000 00	111,000 00	111,000 00
Ridgway and Clearfield,	430,000 00	491,000 00	491,000 00	491,000 00	491,000 00
Ridgway and Oil City,	18,050 00	180,500 00			
Riegelsville,	5,000 00	5,000 00	5,000 00	5,000 00	5,000 00
River Front,	216,000 00	216,000 00	216,000 00	216,000 00	216,000 00
Rochester and Pittsburgh,	20,000,000 00	20,000,000 00			
Salisbury,	117,800 00	117,800 00	117,800 00	117,800 00	117,800 00
Schuylkill and Lehigh,			50,000 00	50,000 00	50,000 00
Shenango Valley,				6,000 00	6,000 00
Schuylkill River East Side,	2,000 00		1,500 00		4,500,000 00
Schuylkill River West Side,	1,500 00		1,500 00	1,500 00	1,500 00
Schuylkill Valley Navigation,	576,050 00	576,050 00	576,050 00	576,050 00	576,050 00
Shamokin, Sunbury and Lewisburg,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Shamokin Valley and Pottsville,	869,450 00	869,450 00	869,450 00	869,450 00	869,450 00
Sharpsville,	350,000 00	350,000 00	350,000 00	350,000 00	350,000 00
Sharon,	371,500 00	410,340 00	421,100 00	421,100 00	426,950 00
Sharon and State Line,		400 00	400 00	400 00	400 00
Sheffield and Spring Creek,	3,000 00	3,000 00	3,000 00	3,000 00	3,000 00
Shenango and Allegheny,	200,000 00	200,000 00		200,000 00	
Sherick Run,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Sinneaahoning and Sheffield,	19,500 00	19,500 00	19,500 00	19,500 00	
Sinneaahoning Valley,	58,300 00	58,300 00	90,000 00	90,000 00	90,000 00
Slate Ridge and Delta,	2,700 00	2,700 00	2,700 00	2,700 00	3,200 00
Slate Run,		36,000 00	75,000 00	75,000 00	75,000 00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Slatington,	\$500,000 00	\$1,000,000 00	\$1,000,000 00	\$1,000,000 00	\$20,000 00
Somerset and Cambria,		74,493 00	74,293 06	79,453 40	1,000,000 00
Somerset County,		200,000 00			83,223 20
South Mountain,	200,000 00				200,000 00
South Pennsylvania,	398,000 00	6,118,000 00	6,118,000 00	6,118,000 00	6,118,000 00
Southern Pennsylvania,	800,000 00	800,000 00			
South-West Pennsylvania,	546,150 00	816,500 00	819,200 00	998,850 00	998,850 00
State Line,		26,000 00	26,000 00		26,000 00
State Line and Middlesex,				1,000 00	1,000 00
State Line and Sullivan,	990,000 00	989,750 00	988,850 00	984,650 00	983,650 00
Stewart,				500 00	500 00
Stewartstown,		42,345 00	48,865 00	70,000 00	70,000 00
Stony Creek,	176,100 00	176,100 00	176,100 00	176,100 00	176,100 00
Sunbury and Lewistown,	39,000 00	39,000 00	600,000 00	600,000 00	600,000 00
Sunbury, Hazleton and Wilkes-Barre,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Susquehanna and Clearfield,	280,000 00	286,000 00	286,000 00	286,000 00	286,000 00
Susquehanna and Delaware River,	77,000 00				
Tipton,					
Tioga,	580,900 00	580,900 00	43,250 00	43,250 00	43,250 00
Tionesta and Clarion,	45,600 00	45,600 00	580,900 00	580,900 00	580,900 00
Tionesta Valley,	100,000 00	100,000 00	45,600 00	45,600 00	
Trescow,	130,000 00	130,000 00	100,000 00	100,000 00	100,000 00
Turtle Creek Valley,			130,000 00	130,000 00	130,000 00
Tyrone and Clearfield,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	100,000 00
Ursina and North Fork,		1,000 00	1,000 00	1,000,000 00	1,000,000 00
Warren and Farnsworth,	75,000 00	75,000 00	75,000 00	20,000 00	20,000 00
Waynesburg and Washington,		101,674 97	101,804 97	75,000 00	75,000 00
West Chester,		165,000 00	165,000 00	101,804 97	101,804 97
Western New York and Pennsylvania,				165,000 00	165,000 00
West Chester and Phoenixville,		2,500 00			30,000,000 00
West Penn and Shenango Connecting,	500,000 00	500,000 00		500,000 00	
Western Maryland,	682,750 00	682,950 00	683,750 00	684,150 00	684,700 00
Western Pennsylvania,	1,022,450 00	1,022,450 00	1,022,450 00	1,300,000 00	1,775,000 00
Wheeling, Pittsburgh and Baltimore,	500,000 00	500,000 00	500,000 00	5,500,000 00	5,500,000 00
Wilkes-Barre and Harvey's Lake,		5,000 00		150,000 00	150,000 00

Wilkes-Barre and Scranton,	377,600 00	525,000 00	2,400 00	500,000 00
Williamsport and North Branch,		525,000 00	675,200 00	721,700 00
Wilkes-Barre and Western,				455,100 00
Williamsport and Clearfield,		4,500 00		
Wilmington and Northern,	1,278,050 00	1,278,050 00	1,278,050 00	1,278,050 00
Wilcox,			25,000 00	25,000 00
Wind Gap and Delaware,	50,000 00	50,000 00	50,000 00	50,000 00
York and Peach Bottom,		249,250 00	249,250 00	249,250 00
Youghiogheny and Elizabeth,	5,000 00	5,000 00	5,000 00	5,000 00
Youghiogheny Northern,	400,000 00	400,000 00	400,000 00	400,000 00
Total,	\$726,322,549 39	\$752,552,648 79	\$681,331,108 00	\$776,066,315 60

*See Street Passenger Railway Reports.

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Addison and Pennsylvania,	\$802,497 96	\$829,500 19	\$820,425 07	\$702,240 61	\$694,950 16
Allegheny Valley,	31,213,560 19	31,333,030 00	31,928,620 00	32,533,030 00	32,357,775 00
Allentown,	6,876 87	5,196 14	3,479 74	942 45	942 45
Bachman Valley,	59,288 72	61,858 53	65,555 27		
Bald Eagle Valley,	384,000 00	380,000 00	376,000 00	372,000 00	368,000 00
Baltimore and Cumberland Valley,	72,800 00	72,800 00	72,800 00	72,800 00	72,800 00
Baltimore and Cumberland Valley Extension,	230,000 00	230,000 00	230,000 00	240,481 22	240,481 22
Baltimore and Harrisburg,				690,000 00	690,000 00
Baltimore and Ohio Short Line,		500,000 00	542,981 94		
Baltimore and Philadelphia,	14,865,000 00	14,865,000 00	4,867,500 00	4,867,500 00	4,867,500 00
Bangor and Portland,	214,000 00	230,926 00	286,300 00	306,600 00	317,600 00
Barclay Coal Company's railroad,	100,000 00	100,000 00	100,000 00	80,000 00	80,000 00
Beech Creek,	1,867,500 00	6,300,000 00	5,000,000 00	5,000,000 00	5,000,000 00
Bedford and Bridgeport,	1,451,500 00	7,107,500 00	7,156,500 00	7,226,500 00	7,296,500 00
Bellefonte, Nittany and Lemont,	300,000 00	300,000 00	300,000 00	300,000 00	306,000 00
Bellefonte and Buffalo Run,				300,000 00	400,996 65
Bell's Gap,	544,500 00	539,000 00	539,000 00	539,000 00	533,500 00
Berlin,		12,886 24		32,127 38	39,314 24
Berlin Branch,	46,857 26	48,646 06	49,817 20	49,617 26	49,867 26
Bradford, Bordell and Kinzua,	555,576 33	535,246 47	662,379 79	846,929 82	568,266 88
Bradford, Eldred and Cuba,	717,858 48	754,691 14	808,722 48	858,154 64	896,492 39
Bradford, Richburg and Cuba,				156,369 50	156,369 50
Buffalo, New York and Philadelphia,	26,516,722 26	28,076,768 48	27,968,980 91	27,862,743 23	
Buffalo, Bradford and Pittsburgh,	580,000 00	580,000 00	580,000 00	580,000 00	580,000 00
Buffalo, Rochester and Pittsburgh,				8,448,807 28	9,540,082 70
Catsanqua and Fogelsville,				138,000 00	138,000 00
Catawissa,	138,000 00	138,000 00	138,000 00	138,000 00	138,000 00
Charters,	1,802,350 00	1,802,350 00	1,802,350 00	1,802,350 00	1,802,350 00
Cherry Grove,	500,000 00	607,437 87	550,000 00	530,000 00	530,000 00
Chester Creek,	10,000 00				
Chester and Delaware River,	185,000 00	185,000 00	185,000 00	185,000 00	185,000 00
Chester Valley,	195,100 99	195,100 99	195,100 99	195,100 99	195,100 99
Clearfield and Jefferson,	500,000 00	850,000 00	850,000 00	1,375,000 00	
Cleveland and Pittsburgh,		435,000 00	435,000 00	1,000,000 00	1,000,000 00
Colebrookdale,	5,321,343 63	5,352,343 63	5,370,343 63	5,201,343 63	5,150,343 63
Colebrookdale,	732,135 48	719,064 01	702,805 62	670,644 35	654,463 66
Columbia and Port Deposit,	81,944 45	85,000 00			
	2,692,810 00	2,789,550 00	2,886,290 00	2,945,356 26	2,940,608 00

Connecting,	1,503,688 20	1,505,503 73	1,545,537 88	1,699,359 51	1,706,960 84
Corning, Cowanesque and Antrim,	1,250,000 00	1,250,000 00	1,250,000 00	1,250,000 00	1,250,000 00
Cornwall,	50,866 34	55,745 48	2,383 21	70,808 28	90,000 00
Cornwall and Mt. Hope,	87,178 55	87,178 55	86,913 65		
Cornwall and Lebanon,	259,488 27	291,066 55	596,427 59	697,638 46	678,618 58
Cresson, Clearfield and New York Short Route,		753,800 00	750,000 00	778,800 00	813,820 58
Cumberland Valley,	270,500 00	270,500 00	270,500 00	270,500 00	270,500 00
Danville and Riverside,	318 23	368 23	418 23	468 23	468 23
Delaware and Hudson,	215,387,000 00	215,378,000 00	15,378,000 00	15,378,000 00	15,378,000 00
Delaware, Laekawanna and Western,	4,044,900 00	3,674,000 00	3,674,000 00	3,674,000 00	3,674,000 00
Delaware River and Lancaster,	2,001,109 00	2,001,550 00	2,001,800 00	2,002,323 04	2,002,367 51
Dillsburg and Mechanicsburg,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Dunkirk, Allegheny Valley and Pittsburgh,	3,426,314 30	3,431,840 86	3,441,566 60	3,469,344 31	3,461,575 38
Downingtown and Lancaster,					250,000 00
Easton and Bangor,					
East Brandywine and Waynesburg,	656,378 77	400,000 00	2,000 00		
East Broad Top,	551,171 91	623,293 50	708,197 25	734,352 80	
East Pennsylvania,	495,900 00	555,344 08	566,010 51	538,162 53	561,985 27
Elbensburg and Cresson,	80,000 00	495,900 00	495,900 00	495,900 00	495,000 00
Edgewood,	19,532 64	80,000 00	80,000 00	80,000 00	80,000 00
Elmira and Williamsport,	1,570,000 00	19,532 64	19,532 64	19,532 64	19,532 64
Erie and Pittsburgh,	3,306,886 35	1,570,000 00	1,570,000 00	1,570,000 00	1,570,000 00
Erie and Wyoming Valley,	2,045,000 00	3,283,886 04	3,305,983 61	3,299,034 21	3,306,879 04
Evergreen,	32,089 56	2,756,589 57	3,765,156 63	3,730,620 71	3,725,152 55
Fort Pitt Incline Plane,*	31,100 00	34,148 42	39,716 11		
Frankford and Holmesburg,	50,000 00	32,635 05	32,400 00		
Gettysburg and Harrisburg,	333,522 98	50,000 00	50,000 00	50,000 00	50,000 00
Greenlick Narrow Gauge,	3,977 30	352,378 96		368,027 02	370,710 07
Hanover Junction, Hanover and Gettysburg,	218,000 00	4,360 16	4,385 20	5,216 00	6,846 53
Hanover and York,	174,600 00	254,000 00	250,000 00		
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	700,000 00	194,600 00	194,600 00	191,100 00	191,100 00
Harrisburg and Potomac,	929,760 33	700,000 00	700,000 00	700,000 00	700,000 00
Huntingdon and Broad Top Mountain,	2,399,395 00	940,939 86	952,890 03	949,553 38	928,932 72
Jamestown and Franklin,	1,963,920 17	2,399,295 00	2,399,395 00	2,399,395 00	2,399,395 00
Jefferson,	2,300,000 00	1,981,159 40	2,013,101 77	2,020,422 84	2,024,120 42
Jones Lake,		2,300,000 00	2,300,000 00	2,300,000 00	2,300,000 00
Junction,	725,000 00		725,000 00	225 59	
Kensington and Tacony,		725,000 00		725,000 00	725,000 00
Kinzua Creek and Kane,			56,768 83	11,092 50	39,419 08
Lake Shore and Michigan Southern,	46,192,000 00	47,466,000 00	47,216,000 00	46,766,000 00	46,516,000 00
Lancaster and Reading Narrow Gauge,	350,000 00	350,000 00	350,000 00	350,000 00	350,000 00
Lawrence,	355,000 00	355,000 00	355,000 00		
Lehigh and Eastern,				215,338 00	

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS--CONTINUED.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Lehigh and Lackawanna,	\$601, 111 66	\$601, 111 66	\$601, 111 66	\$601, 111 66	\$601, 521 94
Lehigh Valley,	24, 886, 000 00	25, 647, 000 00	25, 458, 000 00	25, 257, 000 00	25, 044, 000 00
Lewisburg and Tyrone,	358, 275 69	362, 113 29	362, 113 29	330, 000 00	330, 000 00
Ligonier Valley,	55, 011 19	49, 656 38	58, 789 08	75, 000 00	75, 000 00
Little Saw-Mill Run,	183, 253 46	182, 000 00	179, 500 00	178, 500 00	178, 500 00
Littlestown,	56, 639 10	55, 870 91	55, 265 50	55, 265 50	55, 265 50
McKeesport and Belle Vernon, . . . . .	..	..	..	..	44, 000 00
Martin's Creek, . . . . .	..	17, 741 56	24, 699 83	24, 699 83	..
Medville and Linesville,	150, 000 00	150, 000 00	150, 009 00	150, 000 00	150, 000 00
Mifflin and Centre County,	200, 000 00	200, 000 00	200, 000 00	200, 000 00	215, 499 70
Monongahela Incline Plane,*	132, 660 62	115, 666 66	100, 000 00	..	..
Monongahela Connecting, . . . . .	..	..	100, 000 00	..	213, 200 00
Mont Alto,	125, 000 00	125, 000 00	125, 000 00	125, 000 00	125, 000 00
Montrose,	20, 000 00	15, 000 00	5, 000 00	..	..
Montour, . . . . .	..	..	200, 000 00	200, 000 00	200, 000 00
Mount Oliver Incline Plane,*	43, 000 00	48, 000 00	58, 613 00	..	..
Nescopeck, . . . . .	..	..	..	212, 049 90	235, 245 01
Nesquehoning Valley,	102, 117 56	5, 774 58	5, 774 58	5, 774 58	..
New Castle and Shenango Valley, . . . . .	..	..	..	..	230, 000 00
New Brighton and New Castle,	320, 399 04	400, 000 00	400, 000 00	..	..
New Castle Railroad and Mining,	7, 950 00	3, 500 00	10, 585 00	10, 585 00	6, 350 00
Newry,	25, 131 72	25, 131 72	25, 131 72	25, 131 72	25, 131 72
New York, Chicago and St. Louis,	22, 896, 000 00	22, 756, 000 00	22, 756, 000 00	20, 000, 000 00	19, 890, 000 00
New York, Lake Erie and Western,	82, 159, 842 24	75, 268, 485 10	..	78, 550, 865 10	78, 567, 245 10
New York, Lake Erie and Western Coal,	3, 152, 517 74	3, 091, 183 62	..	3, 086, 632 65	3, 086, 632 65
New York and Northern Pennsylvania, . . . . .	..	..	3, 087, 970 43	..	..
New York, Pennsylvania and Ohio,	96, 120, 898 30	99, 098, 037 78	101, 738, 040 00	50, 000 00	107, 079, 479 02
New York, Pittsburgh and Chicago,	5, 977, 808 00	..	..	104, 328, 167 41	..
New York, Susquehanna and Western,	8, 178, 111 45	8, 262, 984 94	8, 330, 230 00	8, 602, 366 66	8, 391, 610 81
Nittany Valley, . . . . .	..	..	..	..	80, 600 00
North and West Branch,	1, 568, 800 24	1, 500, 000 00	1, 500, 000 00	1, 500, 000 00	1, 500, 000 00
Northern Central,	15, 253, 000 00	14, 901, 000 00	14, 801, 000 00	14, 697, 000 00	14, 588, 000 00
North-East Pennsylvania,	397, 448 73	409, 039 75	419, 759 86	435, 016 12	449, 831 95
North Pennsylvania,	7, 121, 437 65	7, 021, 500 00	7, 142, 500 00	7, 142, 500 00	7, 200, 000 00
Ohio and Baltimore Short Line, . . . . .	..	1, 129, 144 50	500, 000 00	1, 233, 002 16	1, 235, 193 24
Oil City and Ridgway,	15, 000 00	15, 000 00	15, 000 00	15, 000 00	..
Pennsylvania,	59, 431, 690 00	63, 388, 690 00	63, 382, 690 00	63, 380, 690 00	63, 378, 740 44

Pennsylvania, Poughkeepsie and Boston,	510 69	4,332,752 47	4,050,147 77	1,500,000 00	7,860,027 62
Pennsylvania and Martin's Creek,	3,740,338 95	4,808,704 89	6,730,992 95	4,109,082 02	3,002,000 00
Pennsylvania and New York Canal and Railroad,	3,912,109 03	200,000 00	200,000 00	7,435,022 32	200,000 00
Pennsylvania Schuylkill Valley,	263,137 42	454,301 10	200,000 00	200,000 00	200,000 00
Pennsylvania and Western,	19,771,282 05	20,303,326 36	22,336,201 67	16,499,000 00	18,846,000 00
Pennsylvania Coal,	1,615,994 00	29,523 01	27,801 87	23,000 00	23,000 00
Pennsylvania Company,	33,257 34	2,705,720 42	2,780,720 42	2,832,341 93	2,927,550 10
Pennsylvania, Slatington and New England,	2,162,512 50	2,161,512 50	2,161,512 50	2,161,562 50	2,161,512 50
Peoples,	19,354,680 00	19,419,000 00	19,404,000 00	19,389,000 00	19,474,000 00
Perkiomen,	106,794,418 20	108,756,625 26	102,726,793 00	99,775,179 72	144,436,058 08
Philadelphia and Baltimore Central,	1,000,000 00	1,153,375 29	1,198,441 57	1,211,357 75	1,247,500 00
Philadelphia and Chester Valley,	700,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Philadelphia and Erie,	3,637,666 66	3,636,666 66	3,636,666 66	3,576,666 66	4,576,666 66
Philadelphia and Reading,	717,352 76	713,359 42	709,617 93	703,706 65	699,738 15
Philadelphia, Germantown and Chestnut Hill,	3,781,887 06	3,852,586 76	3,912,664 40	3,951,511 59	3,973,839 53
Philadelphia Midland,	15,020,975 14	70,198 81	67,804 67	67,624 49	57,220 87
Philadelphia, Newton and New York,	3,072,607 13	2,964,434 06	2,120,486 28	21,620,479 32	22,280,735 09
Philadelphia, Wilmington and Baltimore,	7,192,028 33	7,352,959 89	1,608,180 89	3,330,198 26	3,766,081 01
Pickering Valley,	446,860 43	540,259 56	7,427,342 63	9,575,935 00	10,286,803 61
Pine Creek,	16,020,649 95	15,667,554 98	585,830 46	670,819 27	727,355 68
Pittsburgh and Castle Shannon,	3,839 59	3,839 59	15,402,946 09	12,617,000 00	12,617,000 00
Pittsburgh and Connellsville,	12,510,000 00	12,510,000 00	12,510,000 00	12,410,000 00	12,410,000 00
Pittsburgh and Lake Erie,	1,512,129 70	440,000 00	1,600,645 72	1,984,075 56	1,639,676 71
Pittsburgh and Western,	2,690,000 00	3,100,000 00	3,100,000 00	3,100,000 00	3,100,000 00
Pittsburgh, Chartiers and Youghiogheny,	950,000 00	3,020,000 00	3,020,100 00	2,685,000 00	2,772,000 00
Pittsburgh, Cincinnati and St. Louis,	274,495 19	274,495 19	66,610 08	3,010,100 00	3,010,000 00
Pittsburgh East End,	47,475 58	484,584 19	66,610 08	79,008 09	96,285 20
Pittsburgh, Fort Wayne and Chicago,	2,263,145 98	2,259,161 68	2,234,644 67	2,192,910 19	2,199,717 36
Pittsburgh Junction,	1,726 65	2,030 40	2,087 40	2,087 40	2,087 40
Pittsburgh, McKeesport and Youghiogheny,	448,459 26	491,000 00	491,000 00	491,000 00	491,000 00
Pittsburgh, Youngstown and Ashtabula,	296,047 10	302,729 73	331,079 67	332,418 85	335,213 52
Pittsburgh Southern,	11,985,748 87	11,393,529 20	154,652 10	150,000 00	157,486 55
Pittsburgh, Virginia and Charleston,	150,000 00	150,000 00	154,652 10	150,000 00	157,486 55
Plymouth,	274,495 19	274,495 19	66,610 08	79,008 09	96,285 20
Pomeroy and Newark,	47,475 58	484,584 19	66,610 08	79,008 09	96,285 20
Pottsville and Mahanoy,	2,263,145 98	2,259,161 68	2,234,644 67	2,192,910 19	2,199,717 36
Reading and Columbia,	1,726 65	2,030 40	2,087 40	2,087 40	2,087 40
Rew City and Eldred,	448,459 26	491,000 00	491,000 00	491,000 00	491,000 00
Ridgway and Clearfield,	296,047 10	302,729 73	331,079 67	332,418 85	335,213 52
River Front,	11,985,748 87	11,393,529 20	154,652 10	150,000 00	157,486 55
Rochester and Pittsburgh,	150,000 00	150,000 00	154,652 10	150,000 00	157,486 55
Salisbury,	150,000 00	150,000 00	154,652 10	150,000 00	157,486 55

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Schuylkill River East Side,	\$90,649 71	\$2,859 10	\$2,859 10	\$2,859 10	\$4,573,231 82
Schuylkill River West Side,	2,175 41		600,000 00	600,000 00	2,859 10
Schuylkill and Lehigh,		1,639,744 12	600,000 00	1,664,479 44	600,000 00
Shamokin, Sunbury and Lewisburg,	1,618,754 00	2,000,000 00	1,660,134 44	2,000,000 00	1,670,851 68
Shamokin Valley and Pottsville,	2,000,000 00	156,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Sharon,	156,000 00	68,356 53	577,100 00	577,100 00	582,950 00
Sharpsville,	67,742 99		81,513 38	81,413 11	85,734 33
Sheffield and Spring Creek,	21,566 88				
Shenango and Allegheny,	1,481,309 40	1,470,306 35		1,497,860 83	
Shanango Valley,				55,200 00	111,858 98
Somerset County,		18,000 00	18,000 00	12,000 00	6,000 00
Somerset and Cambria,	475,000 00	975,000 00	975,000 00	782,500 00	769,230 18
South Mountain,	100,000 00	100,000 00		100,000 00	100,000 00
Southern Pennsylvania,	1,055,208 34	3625,000 00	625,000 00	625,000 00	625,000 00
Southern Pennsylvania,		6,000,000 00	6,000,000 00	6,000,000 00	6,000,000 00
South-West Pennaylvania,	962,000 00	1,000,000 00	1,000,000 00	901,150 00	901,150 00
State Line,					5,347 14
State Line and Sullivan,	220,635 75	300,000 00	300,000 00	300,000 00	300,000 00
Stewart,					7,322 59
Stony Creek,	715,532 18	720,201 69	748,895 92	773,287 43	818,605 30
Sunbury and Lewistown,	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Sunbury and Wilkes-Barre,	2,535,000 00	2,535,000 00	2,535,000 00	2,535,000 00	2,535,000 00
Susquehanna and Clearfield,	280,666 46	285,000 00	299,250 00	327,500 00	334,750 00
Susquehanna and Delaware River,	12,000 00				
Turtle Creek Valley,					
Tioga,	629,500 00	819,042 00	819,042 00	819,042 00	44,333 03
Tionesta Valley,	66,631 31	116,359 03	111,021 78	101,464 69	819,042 00
Trescow,	102,897 51	103,377 19	103,377 19	103,537 02	92,471 77
Tyrone and Clearfield,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	103,537 02
Warren and Farnsworth,					1,000,000 00
Western New York and Pennsylvania,					
Waynesburg and Washington,	98,900 00	98,900 00	98,900 00	98,900 00	30,600,275 88
West Chester,		75,000 00	75,000 00	75,000 00	98,900 00
Western Maryland,	4,511,603 37	4,515,038 53	4,554,392 33	4,444,481 57	75,000 00
Western Pennsylvania,	4,300,000 00	4,300,000 00	4,300,000 00	4,200,000 00	4,572,033 21
West Penn and Shenango Connecting,	480,627 65	484,664 52		484,604 52	4,225,000 00
Wheeling, Pittsburgh and Baltimore,		258,149 12	682,702 82	5,500,000 00	5,583,379 24

Wilkes-Barre and Harvey's Lake,	.	.	.	.	.	.	.	.	45,000	00		43,674	78	54,721	35
Wilkes-Barre and Scranton,	.	.	.	.	.	.	.	.	.	.	.	.	.	500,000	00
Williamsport and Clearfield,	.	.	.	.	.	.	.	230,000	00		.	.	.	.	.
Williamsport and North Branch,	.	.	.	.	.	91,500	00	247,000	00		.	.	.	.	.
Wilkes-Barre and Western,	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Wilmington and Northern,	.	.	.	.	.	228,700	00	225,000	00		.	.	.	390,000	00
Wind Gap and Delaware,	.	.	.	.	.	10,395	73	15,097	32		.	.	.	407,000	00
York and Peach Bottom,	274,544	03	240,250	00		.	.	287,900	00	500,000	00		
	.	.	.	.	.	.	.	.	.	.	.	43,417	64	107,542	17
	.	.	.	.	.	.	.	.	.	.	.	333,158	70	333,158	70
Total,	\$775,438,	674	42				\$802,237,	453	64	\$796,077,	547	08	\$809,789,	470	42	\$865,723,	298	38

*See Street Passenger Railway Reports.

² Debt of canal and railroad,

¹ Stated at £1,000,000 sterling in company's report.

³ Add interest in default since March 1, 1875.

¹ Stated at £1,000,000 sterling in company's report.

³ Add interest in default since March 1, 1875.

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Addison and Pennsylvania,	\$482,665 69	\$933,427 96	\$961,266 18	\$1,292,740 61	\$1,301,744 33
Allegheny Valley,	24,049,540 30	24,049,540 30	24,049,540 30	24,049,540 30	24,049,540 30
Allentown,	1,084,652 71	1,084,652 71	1,084,652 43	1,084,652 71	1,084,652 71
Arnot and Pine Creek,	255,000 00	255,000 00	255,000 00	255,000 00	257,522 01
Bachman Valley,	112,494 13	112,494 13	112,494 13	1,341,259 61	1,353,770 10
Bald Eagle Valley,	1,428,667 56	1,428,667 50	1,341,256 61	152,432 05	152,432 05
Baltimore and Cumberland Valley,	152,432 55	152,432 05	152,432 05	510,481 22	510,481 22
Baltimore and Cumberland Valley Extension,	500,000 00	500,000 00	500,000 00	510,481 22	510,481 22
Baltimore and Ohio Short Line,	500,000 00	3,500,000 00	3,542,121 43	5,127,101 65	1,459,892 01
Baltimore and Harrisburg,	335,100 00	352,026 13	407,400 00	427,700 00	438,700 00
Baltimore and Philadelphia,	662,600 00	662,600 00	662,600 00	662,600 00	622,600 00
Bangor and Portland,	1,423,606 61	1,423,606 61	1,442,929 94	1,442,929 94	1,443,127 00
Barclay Coal Company's railroad,	5,282,419 53	11,196,888 28	1,044,461 73	1,051,353 50	1,108,779 25
Bedford and Bridgeport,	1,034,292 38	1,034,233 18	475,589 59	475,589 59	475,589 59
Bell's Gap,	336,000 00	336,000 00	669,000 00	669,000 00	669,000 00
Bellefonte and Nittany and Lemont,	76,726 12	76,726 19	76,726 19	76,726 19	93,062 45
Bellefonte and Buffalo Run,	5,298 60	5,298 60	601,110 19	607,706 98	609,668 38
Berlin Branch,	6,295 38	589,268 22	100,000 00	100,000 00	100,000 00
Big Level,	581,933 35	100,000 00	1,117,931 28	1,118,366 60	1,116,316 41
Bradford, Bordell and Kinzua,	100,000 00	1,109,591 31	250,000 00	156,369 50	156,369 50
Bradford, Bordell and Smethport,	1,139,868 31	250,000 00	2,866,400 00	250,000 00	250,000 00
Bradford, Eldred and Cuba,	2,866,400 00	2,866,400 00	2,866,400 00	2,866,400 00	2,866,400 00
Bradford, Richburg and Cuba,	44,199,854 74	41,087,208 10	41,198,633 43	41,300,321 17	2,866,400 00
Brockwayville and Punxsutawney,	658,335 59	658,335 59	658,335 59	17,521,548 27	18,010,337 40
Buffalo, Bradford and Pittsburgh,	6,206,668 08	6,206,668 08	6,206,668 08	658,335 59	292,893 31
Buffalo, New York and Philadelphia,	1,122,336 10	1,122,336 10	1,121,762 17	6,206,668 08	658,335 59
Buffalo, Rochester and Pittsburgh,	220,915 21	220,915 21	220,915 21	1,121,762 17	6,206,668 08
Cambria and Clearfield,	457,100 00	457,100 00	457,100 00	220,915 21	220,915 21
Catawissa,	17,056,547 75	2,500 00	17,372,475 58	457,100 00	457,100 00
Catawissa,	658,335 59	658,335 59	658,335 59	2,000,000 00	457,100 00
Charliers,	6,206,668 08	6,206,668 08	6,206,668 08	17,423,061 01	17,509,418 15
Chester and Delaware River,	1,122,336 10	1,122,336 10	1,121,762 17	658,335 59	658,335 59
Chester Creek,	220,915 21	220,915 21	220,915 21	6,206,668 08	6,206,668 08
Clearfield and Jefferson,	457,100 00	457,100 00	457,100 00	1,121,762 17	1,121,762 17
Cleveland and Pittsburgh,	17,056,547 75	2,500 00	17,372,475 58	220,915 21	220,915 21
		17,260,883 97		457,100 00	457,100 00
				2,000,000 00	457,100 00
				17,423,061 01	17,509,418 15

Colebrookdale,	672,029 58	672,029 58	672,020 58
Colebrook Valley,	479,898 62	2,033,795 22	2,036,181 74
Columbia and Port Deposit,	2,024,327 16	2,947,659 51	2,985,260 84
Connecting,	2,772,478 53	3,250,000 00	3,250,000 00
Corning, Cowanesque and Antrim,	3,250,000 00	588,227 44	847,971 21
Cornwall,	584,874 18	1,195,766 00	1,307,420 43
Cornwall and Lebanon,	487,686 80	192,510 28	163,000 00
Cornwall and Mt. Hope,	189,975 32	156,700 00	163,000 00
Coudersport and Port Allegheny,	150,000 00	1,777,000 16	1,994,709 21
Cresson, Clearfield and New York Short Route,	1,700,000 00	4,258 23	2,003,420 77
Cumberland Valley,	1,931,826 30	4,208 23	26,710 00
Danville and Riverside,	4,158 23	26,710 00	6,630,100 13
Danville and Shamokin,	26,710 00	5,266,403 43	26,598,390 79
Delaware and Hudson,	5,200,677 18	26,678,070 64	29,807 41
Delaware, Lackawanna and Western,	26,670,963 40	23,623 00	500,000 00
Delaware River and Lancaster,	23,073 00	181,121 21	4,820,875 07
Dillsburg and Mechanicsburg,	181,121 21	4,820,875 07	535,105 27
Downingtown and Lancaster,	4,820,875 07	535,105 27	1,112,910 74
Dunkirk, Allegheny Valley and Pittsburgh,	4,820,875 07	1,108,500 00	1,098 92
East Brandywine and Waynesburg,	535,105 27	479,743 44	497,743 44
East Broad Top,	1,101,108 92	1,890,050 08	1,890,050 08
Eastern Heights,	479,743 44	122,000 00	122,000 00
East Mahanoy,	479,743 44	30,172 36	30,172 36
East Pennsylvania,	1,884,683 79	2,570,000 00	2,570,000 00
Ebensburg and Cresson,	122,000 00	5,076,662 44	5,076,662 44
Edgewood,	30,172 36	4,941,156 63	5,148,559 70
Elmira and Williamsport,	2,570,000 00	683 00	689 16
Erie and Pittsburgh,	5,076,562 44	130,000 00	130,000 00
Erie and Wyoming Valley,	50,000 00	95,593 19	567,488 91
Evergreen,	26,582 98	37,002 77	37,002 77
Fairchance and State Line,	130,000 00	583,632 14	583,632 14
Payette County,	93,601 00	415,350 00	415,350 00
Fort Pitt Incline Plane,*	93,601 00	1,112,881 46	1,112,881 46
Gettysburg and Harrisburg,	35,484 60	1,882,550 00	1,882,550 00
Greenlick Narrow Gauge,	564,583 00	5,590,086 69	5,623,420 47
Grassy Island,	1,108,746 20	268,000 00	268,000 00
Hanover Junction, Hanover and Gettysburg,	1,882,550 00	2,538,458 84	2,556,680 38
Hanover and York,	564,583 00	1,107,689 31	1,112,881 46
Harrisburg and Potomac,	1,108,746 20	1,882,550 00	1,882,550 00
Harrisburg, Fortsmonth, Mt. Joy and Lancaster,	1,882,550 00	5,590,086 69	5,623,420 47
Huntingdon and Broad Top Mountain,	5,592,401 48	268,000 00	268,000 00
Ironton,	268,000 00	2,538,458 84	2,556,680 38
Jamestown and Franklin,	2,538,458 84		2,556,680 38

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Jefferson,	\$4,396,050 00	\$4,396,050 00	\$4,396,050 00	\$4,396,050 00	..
Jones Lake, . . . . .	..	..	..	15,867 67	\$20,000 00
Junction,	1,062,000 50	1,062,000 50	1,018,719 95	1,018,719 95	1,018,719 95
Kensington and Tacony,	414 47	422 67	59,268 83	111,092 50	139,419 08
Kinzua Creek and Kane, . . . . .	..	..	..	..	24,000 00
Lake Shore and Michigan Southern,	84,000,000 00	84,000,000 00	84,000,000 00	84,000,000 00	84,000,000 00
Lancaster and Reading Narrow Gauge, . . . . .	..	..	142,041 43	..	..
Lawrence,	830,183 95	830,183 95	830,183 95	..	..
Lehigh and Eastern, . . . . .	..	..	..	127,338 00	177,338 00
Lehigh and Lackawanna,	976,211 66	976,211 66	976,211 66	971,611 36	972,021 94
Lehigh and Susquehanna,	14,349,413 73	14,358,412 51	14,339,348 03	14,423,832 30	14,557,599 69
Lehigh Valley,	36,826,554 67	36,864,720 50	37,034,639 34	37,329,479 99	38,676,169 20
Lewisburg and Tyrone,	1,558,275 69	1,562,113 29	1,562,107 67	1,562,107 67	1,562,113 29
Ligonier Valley,	205,918 81	207,427 93	228,074 13	242,801 49	243,319 19
Little Saw-Mill Run,	342,781 79	356,299 75	362,769 07	362,769 07	351,279 75
Littlestown,	115,616 00	115,616 00	115,616 00	115,616 00	115,616 00
Little Schuylkill Navigation,	1,416,187 00	1,416,187 00	1,416,187 00	1,416,187 00	1,416,187 00
Loyalsock, . . . . .	..	36,487 24	38,101 04	51,249 99	71,623 15
Lykens Valley,	595,767 24	595,767 24	595,767 24	578,767 24	587,767 24
Martin's Creek, . . . . .	..	21,562 36	28,420 33	28,420 33	30,000 00
McKeesport and Bessemer, . . . . .	..	..	..	..	2,183 54
McKeesport and Belle Vernon, . . . . .	..	..	..	14,541 79	642,469 77
Meadville and Linesville,	349,837 51	..	..	..	..
Mifflin and Centre County,	365,789 39	365,789 39	365,789 39	365,789 39	365,989 39
Mill Creek and Mine Hill Navigation,	323,045 00	323,045 00	323,045 00	323,045 00	323,045 00
Mine Hill and Schuylkill Haven,	3,977,808 41	4,037,236 19	..	..	..
Monongahela Incline Plane,*	242,595 86	250,000 00	250,000 00	..	..
Monongahela Connecting, . . . . .	..	..	..	..	..
Mont Alto,	366,941 70	342,134 25	299,691 08	496,038 45	560,823 00
Montrose,	374,049 31	374,049 31	342,134 25	342,134 25	235,000 00
Montour,	298,800 00	298,800 00	374,049 31	374,049 31	374,049 31
Mount Carbon and Port Carbon,	282,815 45	282,815 45	..	..	..
Mount Oliver Incline Plane,*	87,715 53	88,065 53	282,815 45	282,815 45	282,815 45
Mount Pleasant and Latrobe, . . . . .	..	..	103,031 85	..	..
Mount Pleasant and Broad Ford,	201,669 69	201,669 69	..	..	..
Nescopeck, . . . . .	..	..	..	..	..
Nesquehoning Valley,	1,402,247 45	1,405,904 47	1,405,907 47	1,405,904 47	1,412,637 78

New Brighton and New Castle,	570,399 04	779,606 03	784,122 50	876,671 49	876,671 49	876,671 49
New Castle and Beaver Valley,	873,164 49	876,342 18	876,342 18	25,408 44	25,408 44	25,408 44
Newry,	25,408 44	25,408 44	25,408 44	49,980,087 25	49,980,087 25	50,189,459 85
New York, Chicago and St. Louis,	70,844,931 85	70,892,414 07	70,894,423 85	1,247,531 45	1,247,531 45	14,772,494 27
New York, Lake Erie and Western,	1,961,947 67	12,722,610 64	12,761,536 52	2,023,550 19	2,023,550 19	2,052,724 45
New York, Lake Erie and Western Coal,	140,337,200 97	1,965,668 23	2,008,943 50	100,000 00	100,000 00	100,000 00
New York and North Pennsylvania,	712,873 62	143,383,501 94	145,921,809 08	148,553,361 57	148,553,361 57	151,252,383 28
New York, Pennsylvania and Ohio,						
New York, Pittsburgh and Chicago,						
Nittany Valley,						
New York, Ridgway and Pittsburgh,	45,174 71	47,000 00	49,500 00	51,000 00	51,000 00	140,917 28
New York, Susquehanna and Western,	26,300,608 75	26,393,494 01	27,031,080 53	27,951,740 88	27,951,740 88	28,111,087 35
North and West Branch,	3,075,840 45	3,078,734 45	3,089,095 44	3,092,649 44	3,092,649 44	3,120,911 61
North-East Pennsylvania,	306,041 96	306,041 96	306,041 96	306,041 96	306,041 96	306,041 96
Northern Central,	18,060,864 53	18,065,418 33	17,966,988 53	18,241,423 99	18,241,423 99	18,427,065 42
North Pennsylvania,	11,424,760 60	11,538,634 94	11,833,662 20	11,833,643 77	11,833,643 77	11,987,179 05
Ohio and Baltimore Short Line,		1,421,411 74	1,479,275 16	1,479,275 16	1,479,275 16	1,480,268 79
Oil City and Ridgway,	71,427 23	71,427 43	71,427 43	71,427 43	71,427 43	71,427 43
Penn Gas Coal Company's,	376,387 24	376,387 24	376,287 24	377,887 24	377,887 24	377,887 24
Pennsylvania,	62,615,204 39	62,731,270 67	63,851,609 34	67,625,744 71	67,625,744 71	68,793,078 34
Pennsylvania, Poughkeepsie and Boston,				886,397 01	886,397 01	
Pennsylvania and Martin's Creek,	6,510 69					
Pennsylvania and New York,	7,827,806 72	7,730,377 94	8,339,098 08	8,204,094 96	8,204,094 96	8,460,474 10
Pennsylvania Sehuylkill Valley,	2,000,000 00	9,778,091 59	12,253,692 95	13,002,222 32	13,002,222 32	13,276,027 62
Pennsylvania Coal,	2,833,100 00	2,000,000 00				
Pennsylvania, Slatington and New England,						
Pennsylvania and Western,		200,000 00	200,000 00	200,000 00	200,000 00	
People's,	118,406 63	118,406 63	115,428 63	115,428 63	115,428 63	115,428 63
Perkintown,	2,082,818 24	2,084,705 68	2,085,753 31	2,087,144 54	2,087,144 54	2,088,398 69
Philadelphia and Baltimore Central,	4,206,262 62	4,210,462 62	4,214,791 82	4,203,467 00	4,298,799 46	4,298,799 46
Philadelphia and Chester Valley,						
Philadelphia and Erie,	26,185,363 35	26,186,163 35	26,186,163 35	26,186,163 35	26,186,163 35	26,186,163 35
Philadelphia and Reading,	50,689,829 56	50,689,829 56	50,688,344 56	75,385,325 86	75,385,325 86	96,097,051 38
Philadelphia and Trenton,	2,510,412 55	2,510,412 55	2,577,672 09	2,654,751 94	2,654,751 94	2,731,418 39
Philadelphia, Germantown and Chestnut Hill,	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Philadelphia Midland,		500,000 00	500,000 00			
Philadelphia, Newtown and New York,	1,900,000 00	1,900,000 00	1,900,000 00	1,900,000 00	1,900,000 00	1,900,000 00
Philadelphia, Wilmington and Baltimore,	14,148,962 92	13,745,256 25	13,745,256 25	13,873,439 32	14,147,367 75	14,147,367 75
Piekering Valley,	480,726 08	480,837 82	480,837 82	481,399 08	481,399 08	481,399 08
Pine Creek,	4,616,016 35	4,634,009 14	4,634,933 23	4,637,128 06	4,637,128 06	4,637,128 06
Pittsburgh and Castle Shannon,	216,427 50	216,427 50	216,427 50	218,121 57	218,121 57	168,870 00
Pittsburgh and Connellsville,	14,212,683 64	15,841,653 42	15,967,249 28	16,114,207 32	16,114,207 32	16,271,042 24
Pittsburgh and Lake Erie,	5,984,242 52	6,028,945 17		6,624,448 28	6,624,448 28	7,106,009 92

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Pittsburgh and Western,	\$14,897,826 88	\$15,041,641 16	\$15,487,700 89	\$10,000 00	..
Pittsburgh and North-Eastern, . . . . .	..	..	..	300 00	..
Pittsburgh and Mansfield,	961,487 42	998,830 13	1,008,069 98	1,094,779 86	1,165,382 71
Pittsburgh, Chartiers and Youghiogheny,	20,799,363 68	20,871,846 18	20,966,478 71	21,202,077 18	21,330,957 17
Pittsburgh, Cincinnati and St. Louis,	17,907 34	17,907 34	19,623 22	19,623 22	19,623 22
Pittsburgh East End,	39,688,421 15	42,065,221 15	42,065,237 29	42,532,912 71	43,310,456 64
Pittsburgh, Fort Wayne and Chicago,	2,054,670 51	2,333,102 19	3,111,198 70	3,101,007 12	3,072,636 17
Pittsburgh Junction,	5,607,813 48	5,797,230 32	..	6,029,666 70	6,087,680 18
Pittsburgh, McKeesport and Youghiogheny, . . . . .	..	1,200,000 00	2,789,253 45	..	..
Pittsburgh and State Line, . . . . .	..	..	..	5,731,307 20	6,034,227 89
Pittsburgh, Youngstown and Ashtabula,	502,056 25	502,056 25	502,056 25	502,056 25	502,056 25
Pomeroy and Newark,	129,547 35	613,885 63	..	..	..
Pottsville and Mahanoy,	2,429,526 12	2,438,722 57	2,438,722 57	2,435,939 12	2,434,569 12
Reading and Columbia,	36,550 05	..	..	..	..
Reading and Pottsville,	112,726 65	113,030 40	113,087 40	113,087 40	113,087 40
Rew City and Eldred,	880,592 73	980,985 91	981,174 13	981,174 13	981,920 22
Ridgway and Clearfield,	512,047 10	518,729 73	547,079 67	588,483 05	561,277 72
River Front,	24,420,469 81	25,231,281 59	..	..	..
Rochester and Pittsburg,	243,036 13	243,108 00	249,482 64	..	258,570 75
Salisbury, . . . . .	..	..	1,063,800 32	1,063,800 32	1,063,800 32
Schuylkill and Lehigh,	576,840 94	576,840 94	576,840 94	576,840 94	576,840 94
Schuylkill Valley Navigation,	2,616,559 48	2,637,758 53	2,659,428 92	2,663,883 62	2,670,255 86
Shamokin, Sunbury and Lewisburg,	2,875,700 00	2,875,700 00	2,875,700 00	2,875,700 00	2,875,700 00
Shamokin Valley and Pottsville,	528,969 59	567,879 48	580,972 81	580,972 81	584,486 18
Sharon,	420,206 48	419,659 32	433,197 77	438,655 42	448,465 73
Sharpsville,	24,566 88	..	..	..	..
Sheffield and Spring Creek, . . . . .	..	..	..	..	9,000,000 00
Schuylkill River East Side,	1,843,102 74	1,845,872 69	..	1,852,613 87	..
Shenango and Allegheny, . . . . .	..	..	..	55,200 00	111,858 98
Shenango Valley, . . . . .	..	..	..	90,000 00	90,000 00
Shinnemahoning Valley,	15,000 00	61,100 00	90,000 00	90,000 00	..
Shinnemahoning and Sheffield, . . . . .	..	15,000 00	16,500 00	19,500 00	..
Slate Run, . . . . .	..	35,000 00	72,500 00	75,000 00	84,917 82
Somerset and Cambria, . . . . .	..	1,317,194 82	1,317,194 82	1,324,737 86	1,334,778 74
Somerset County, . . . . .	..	72,143 06	73,143 06	72,143 06	74,293 06
South Mountain,	388,480 63	390,764 41	..	390,764 41	390,764 41
Southern Pennsylvania,	625,000 00	625,000 00	625,000 00	625,000 00	625,000 00

South-West Pennsylvania,	1,552,591 17	1,567,040 35	1,615,766 43	1,809,683 98	1,913,996 74
State Line,		85,672 65	113,820 46	131,019 77	146,107 23
Stewart,				158 65	7,322 59
Stewartstown,		72,900 00	74,671 15	76,057 65	76,057 65
Stony Creek,	544,204 88	551,823 75	552,832 85	553,134 09	553,202 09
Sunbury, Hazleton and Wilkes-Barre,	3,535,109 96	3,535,109 96	3,535,109 96	3,535,109 96	3,535,109 96
Susquehanna and Clearfield,	560,467 36	570,247 44	570,912 55	570,912 55	570,912 55
Susquehanna and Delaware River,	89,000 00				
Tioga,	2,022,602 51	1,469,281 68	1,472,816 23	1,473,816 23	1,473,816 82
Tipton,		23,621 54	43,250 00	43,250 00	43,250 00
Tionesta Valley,		200,740 11	209,690 11	209,690 11	209,690 11
Tresekow,	190,000 00	233,377 19	233,377 19	233,537 02	233,537 02
Tyrone and Clearfield,	1,595,828 58	1,640,373 53	1,799,389 00	1,857,120 61	1,905,272 95
Turtle Creek Valley,					
Ursina and North Fork,				22,500 00	30,000 00
Warren and Farnsworth Valley,	168,349 48	168,349 48	168,349 48	168,349 48	168,349 48
Waynesburg and Washington,	195,805 36	197,994 81	238,601 36	244,634 00	245,713 45
West Chester,		276,389 50	276,389 50	276,389 50	276,389 50
West Chester and Phoenixville,	13,839 89	14,670 28			
Western Maryland,	4,984,165 10	5,023,201 89	5,052,056 02	5,068,755 65	5,301,423 38
Western New York and Pennsylvania,					60,112,348 83
West Penn and Shenango Connecting,	976,794 71	982,213 44		991,678 92	6,137,192 19
Western Pennsylvania,	5,330,091 07	5,340,769 36	5,410,008 21	5,687,558 21	7,042,600 22
Wheeling, Pittsburgh and Baltimore,		829,631 30	1,229,493 83	6,971,247 11	25,000 00
Wilcox,			25,000 00	25,000 00	25,000 00
Wilkes-Barre and Harvey's Lake,			172,000 00	193,674 78	207,135 67
Wilkes-Barre and Western,				862,100 00	862,100 00
Wilkes-Barre and Scranton,					696,469 77
Wilmington and Northern,	1,780,786 13	1,819,176 54	1,899,843 98	1,979,553 03	2,107,580 52
Wind Gap and Delaware,	60,395 73	65,697 32	65,963 87	93,417 64	157,542 17
York and Peach Bottom,	517,735 64	570,240 69	582,623 38	588,312 54	591,208 73
Youghiogheny and Elizabeth,	5,000 00				
Youghiogheny Northern,	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Total,	\$975,313,784 35	\$1,015,333,515 16	\$941,146,774 74	\$1,013,450,739 76	\$1,068,035,596 47

* See Street Passenger Railway Reports.

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Addison and Pennsylvania,	1,019,190	951,839	2,499	1,247,503	1,463,371
Allegheny Valley,			1,080,902	46,450	42,967
Baltimore and Cumberland Valley,	234,603	100,241	105,490	58,084	53,233
Baltimore and Cumberland Valley Extension,				85,517	109,207
Baltimore and Harrisburg,	59,686	60,185	70,834	309,480	781,697
Beech Creek,			64,473	144,914	168,603
Barelay Coal Company's Railroad,	18,030	15,177	19,022	27,897	31,823
Bell's Gap,	45,739	48,514	63,369	95,786	126,898
Berlin,				6,279	7,603
Berlin Branch,	4,877	5,403	5,052	8,455	4,445
Bradford, Bordell and Kinzua,		51,848	68,195	74,684	63,711
Bradford, Elfred and Cuba,		58,820		39,031	
Buffalo, Rochester and Pittsburgh,					423,773
Buffalo, New York and Philadelphia,	1,173,439	1,108,672	1,215,244	1,205,404	
Catsaquia and Fogelsville,	14,082	11,097	12,406	11,281	
Chartiers,	237,843	208,105	303,200	265,431	300,499
Cleveland and Pittsburg,	1,125,379	1,023,264	1,138,095	1,253,900	1,261,749
Colebrook Valley,		68,174			
Corning, Cowanesque and Antrim,	175,621	148,530	152,591	172,717	182,103
Cornwall,	66,362	95,706	105,232	140,811	133,467
Cornwall and Mount Hope,	60,923	86,551	116,011		
Condersport and Port Allegheny,		19,440	21,924	20,275	24,627
Cresson, Clearfield and New York Short Route,	689,218	582,798	20,374	53,699	78,579
Cumberland Valley,	302,627	266,007	621,009	632,551	659,423
Delaware and Hudson,	1,136,666	1,051,018	412,997	923,425	1,027,729
Delaware, Lackawanna and Western,			1,193,042	1,347,982	1,507,955
Dunkirk, Allegheny Valley and Pittsburg,				104,696	122,994
Dunkirk, Allegheny Valley and Pittsburg,	133,610	127,895	151,000	145,085	148,536
East Broad Top,	38,673	42,226	55,353	69,566	72,861
Elmira and Williamsport,	221,635	197,692	204,019	220,930	230,557
Erie and Pittsburgh,	202,583	192,767	212,693	243,329	249,223
Erie and Wyoming Valley,		10,907	32,979	65,395	99,767
Fort Pitt Incline Plane,	435,219	223,349			
Frankford and Holmesburg,	108,995	133,676	143,505	145,031	160,529
Gettysburg and Harrisburg,	118,802	63,372		72,984	96,122
Hanover Junction, Hanover and Gettysburg,	57,176	61,623	61,600		

Harrisburg and Potomac,	22,603	19,055	18,316	17,217	15,620
Huntingdon and Broad Top Mountain,	92,416	83,919	86,437	95,018	86,959
Lake Shore and Michigan Southern,	3,645,350	3,464,098	3,715,507	3,728,510	4,051,704
Lawrence,	58,474	45,272	64,436		
Lehigh and Lackawanna,	76,970	68,490	58,155		
Littlestown,				6,734	
Lehigh Valley,	2,259,066		2,664,234	3,116,215	3,627,967
Ligonier Valley,	38,908	47,057	79,235	64,491	76,799
Little Saw-Mill Run,	16,423	18,370	19,239	19,189	36,330
Lykens Valley,	32,777	35,511	34,920	40,474	40,795
Meadville and Linesville,	26,775	36,082	23,613	31,841	39,647
Monongahela Incline Plane,	831,383	729,865	837,598		
Mount Alto,	66,492	51,196	50,463	48,737	61,260
Montrose,	14,450	19,636	13,522	16,689	20,191
Mount Pleasant and Broad Ford,				147,934	134,586
Mount Oliver Incline,	748,854	751,879	856,648		
New Brighton and New Castle,	25,672	118,986	162,562		
New Castle and Beaver Valley,	138,648	116,919	154,803	167,692	171,092
New York, Chicago and St. Louis,	475,274	436,378	456,113	434,603	478,249
New York, Lake Erie and Western,	5,385,669	5,899,757	6,261,118	6,865,903	8,543,684
New York, Lake Erie and Western Coal,	19,172	19,978	24,549	20,515	28,740
New York and North Pennsylvania,				8,215	9,966
New York, Pennsylvania and Ohio,	1,348,376	1,309,297		1,532,561	1,578,563
New York, Susquehanna and Western,		790,559		1,036,248	1,085,498
North-East Pennsylvania,		118,105	120,268	118,879	126,320
Northern Central,		2,481,354	2,687,421	2,939,670	3,040,335
Pennsylvania,	1,383,741	12,341,459	14,160,935	16,880,727	18,264,582
Pennsylvania Coal,	24,469	16,362			
Penn Gas Coal Company,		16,087	15,454	16,811	19,383
Perkionmen,	159,726	165,577	170,912	167,861	175,464
Philadelphia and Erie,	1,070,305	1,010,150	1,075,232	1,134,646	1,183,761
Philadelphia and Reading,	24,011,768	23,531,057	25,600,760	15,678,715	15,975,839
Philadelphia and Trenton,	3,983,556	5,120,018	5,853,721	6,043,395	7,096,083
Philadelphia, Germantown and Chestnut Hill,	554,839	1,439,238	1,873,940	2,219,615	2,532,345
Philadelphia and Chester Valley,					35,642
Philadelphia, Newtown and New York,	310,136	305,663	400,309	442,497	
Philadelphia, Wilmington and Baltimore,	5,270,500	5,736,215	6,442,713	7,144,372	7,372,202
Pine Creek,	94,517	85,059	90,874	99,173	106,579
Pittsburgh and Castle Shannon,	264,672	247,698	353,615	406,730	451,968
Pittsburgh, Chartiers and Youghiogheny,	36,250	81,288	90,046	77,244	98,056
Pittsburgh, Cincinnati and St. Louis,	1,309,108	1,260,770	1,324,113	1,516,271	1,721,606
Pittsburgh and Connellsville,				2,182,835	2,182,300
Pittsburgh, Fort Wayne and Chicago,	3,278,188	3,219,197	3,422,178	3,749,756	4,042,920

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Pittsburgh Junction,	518,843	258	199	200	833,589
Pittsburgh and Lake Erie,	191,018	508,652		700,132	268,749
Pittsburgh, McKeesport and Youghiogheny,		209,518		240,135	351,901
Pittsburgh, Youngstown and Ashtabula,				315,044	445,362
Reading and Columbia,	346,600		442,450	449,069	
Rochester and Pittsburgh,			76,580		
Salisbury,				5,136	5,815
Shamokin Valley and Pottsville,	139,755	154,742	161,506	193,323	281,110
Shenango and Allegheny,	92,401	90,973		95,782	
Slate Ridge and Delta,	5,502		6,494	5,358	
Somerset and Cambria,				81,151	82,725
Somerset County,			25	18	
South Mountain,	104,226	66,409		83,021	100,668
Southern Pennsylvania,				24,239	25,335
Stewartstown,			13,486	14,979	15,181
Stony Creek,	105,987	107,542	106,099	99,064	94,117
Tioga,	146,731		155,018	182,542	184,641
Tionesta Valley,	11,711	135,700	152,291	137,857	134,059
Warren and Farnsworth,	12,006	5,273	6,370	4,383	3,085
Waynesburg and Washington,	33,348	32,516	37,657	37,931	39,424
Western Maryland,	671,930	634,482	690,497	728,299	727,959
West Penn and Shenango Connecting,	33,880	49,929		74,396	
Western New York and Pennsylvania,					1,205,120
Wheeling, Pittsburgh and Baltimore,				338,049	309,884
Williamsport and North Branch,		45,840	54,509	53,105	51,168
Wilmington and Northern,	267,650	254,010	315,105	320,679	328,628
York and Peach Bottom,	58,119	60,412	64,293	68,351	65,985
Total,	79,981,050	80,885,589	80,414,891	92,252,124	99,649,869

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Addison and Pennsylvania,	59,482	81,064	58,954	36,924	94,732
Allegheny Valley,	3,590,007	2,407,866	2,619,461	2,899,693	3,379,567
Bachman Valley,	46,219				
Baltimore and Cumberland Valley,				40,281	48,988
Baltimore and Cumberland Valley Extension,	48,890	44,377	46,088	33,558	40,371
Baltimore and Harrisburg,				63,800	77,052
Baltimore and Ohio Short Line,			986,236		
Baltimore and Philadelphia,	87,463	58,063	135,306	779,791	1,297,184
Bangor and Portland,	61,816	62,805	82,330	95,372	106,208
Barelay Coal Company's railroad,	338,668	278,527	232,305	210,894	211,343
Beech Creek,	240,736	818,530	721,136	1,491,093	1,877,107
Bell's Gap,	215,091	225,247	262,497	385,178	897,084
Berlin,	16,306	17,960	23,773	13,289	34,120
Berlin Branch,	8,182	9,142	6,328	6,071	7,527
Bradford, Bordell and Kinzua,	16,170	23,924	41,962	60,618	73,481
Bradford, Eldred and Cuba,	35,449	11,058	17,922	16,924	13,280
Buffalo, New York and Philadelphia,	2,376,534	1,445,541	2,933,350	3,250,874	
Buffalo, Rochester and Pittsburgh,				1,954,540	1,705,447
Catasauqua and Fogelsville,				373,844	334,643
Chartiers,	234,966	231,268	308,315	629,796	580,331
Cleveland and Pittsburgh,	543,770	468,237	680,819	3,324,029	3,670,874
Colebrook Valley,	2,413,456	2,420,867	3,051,233		
Corning, Cowanesque and Antrim,	195,954	256,699			
Corning,	1,797,496	2,062,852	1,910,144	2,430,697	2,689,817
Cornwall,	738,363	701,075	1,110,536	1,037,137	967,364
Cornwall and Lebanon,	271,946	374,876	571,705	546,615	766,949
Cornwall and Mt. Hope,		48,624	59,443		
Coudersport and Port Allegheny,		23,090	30,848		
Cumberland Valley,		609,819	769,179	40,230	59,820
Cresson, Clearfield and New York Short Route,	645,168		30,747	910,878	789,080
Delaware and Hudson,		3,904,923		58,607	120,917
Delaware, Lackawanna and Western,	3,804,628	7,197,393	4,534,874	5,434,727	7,208,245
Dillsburg and Mechanicsburg,	71,745	60,759	8,058,373	9,232,414	10,109,344
Dunkirk, Allegheny Valley and Pittsburgh,	243,552	245,342		96,214	83,931
East Broad Top,	151,803	171,744	230,706	205,434	177,214
Edgewood,		59,080	208,487	253,890	235,660
Elmira and Williamsport,	1,500,466	1,848,878	55,500		
Erle and Pittsburgh,	732,271	715,439	1,834,700	2,405,909	2,623,708
			1,082,247	1,088,636	1,313,605

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Erie and Wyoming Valley, . . . . .	..	658,414	1,591,444	1,980,350	2,025,568
Fort Pitt Incline Plane, . . . . .	..	7,957	..	..	..
Frankford and Holmesburg,	12,113	15,839	15,019	16,059	19,896
Gettysburg and Harrisburg,	14,159	20,142	..	19,404	28,394
Greenlick Narrow Gauge,	13,480	8,722	8,858	8,231	6,108
Hanover Junction, Hanover and Gettysburg,	77,082	79,688	68,194	..	..
Harrisburg and Potomac,	47,430	41,760	45,138	63,541	..
Huntingdon and Broad Top Mountain,	795,805	901,301	892,198	1,100,528	1,466,022
Ironton,	78,786	108,257	151,120	165,556	159,448
Keystone Coal,	9,057	9,463	..	..	..
Lake Shore and Michigan Southern,	7,365,688	8,023,093	8,305,597	9,326,852	9,009,857
Littletown, . . . . .	..	..	..	12,322	..
Lawrence,	1,133,361	1,097,642	1,489,869	..	..
Lehigh and Lackawanna,	81,225	60,320	71,696	..	..
Lehigh and Susquehanna, . . . . .	..	..	..	81,020	70,729
Lehigh Valley, . . . . .	..	..	..	10,502,000	8,928,389
Ligonier Valley,	9,396,875	9,428,191	10,541,530	11,250,310	12,181,596
Little Saw-Mill Run,	17,196	33,317	49,720	69,398	71,025
Lykens Valley,	228,308	278,212	175,664	205,687	223,028
Meadville and Linesville,	623,506	577,472	407,072	612,224	650,670
Mont Alto,	25,700	29,021	41,048	38,407	38,079
Montrose,	42,211	21,470	33,335	36,869	33,060
Montour,	15,747	14,446	14,717	15,611	13,620
Mount Pleasant and Broad Ford,	127,163	148,048	168,166	131,678	208,898
Nesquehoning Valley,	507,465	310,167	539,803	460,324	395,089
New Brighton and New Castle, . . . . .	..	..	..	..	2,637,705
New Castle and Butler,	251,074	824,603	1,466,281	..	..
New Castle and Beaver Valley,	48,358	..	..	..	..
New Castle Railroad and Mining,	1,569,353	1,568,468	2,151,163	2,379,637	2,749,632
New York, Chicago and St. Louis,	10,632	8,616	2,609	..	..
New York, Pennsylvania and Ohio,	1,762,778	1,984,364	2,056,148	2,468,796	2,736,337
New York, Lake Erie and Western,	5,147,660	4,706,481	..	5,916,489	6,138,850
New York, Lake Erie and Western Coal,	11,071,938	10,253,489	12,806,918	13,949,260	15,174,009
New York and North Pennsylvania,	298,619	552,863	865,141	1,164,749	1,300,990
New York, Susquehanna and Western, . . . . .	..	..	..	20,415	31,016
Nittany Valley, . . . . .	..	849,310	918,407	1,019,535	1,068,604
Northern Central, . . . . .	..	..	..	..	49,141
..	5,710,283	6,486,859	6,780,985	7,221,215	7,489,926

North-East Pennsylvania,	21, 124	23, 830	28, 752	24, 463	22, 976
Ohio and Baltimore Short Line,			1, 020, 156	126, 076	180, 400
Pennsylvania,			26, 420, 948	30, 847, 635	34, 569, 086
Pennsylvania Coal,	22, 583, 825	24, 047, 028			
Pennsylvania and New York,	1, 435, 338	1, 048, 342			
Penn Gas Coal Company's,	2, 659, 826	2, 733, 497			
Perkiomen,	128, 364	102, 000	3, 296, 747	4, 016, 448	3, 884, 312
Philadelphia and Erie,	445, 436	469, 455	1, 241, 500	147, 200	148, 550
Philadelphia and New York,	4, 904, 011	5, 625, 385	6, 202, 014	7, 764, 220	8, 488, 327
Philadelphia, Newtown and New York,	31, 341	36, 312	42, 836	65, 318	70, 854
Philadelphia and Reading,	24, 357, 931	24, 624, 240	27, 748, 325	21, 106, 668	21, 530, 395
Philadelphia and Trenton,	5, 639, 431	6, 266, 482	6, 385, 651	7, 217, 628	8, 572, 813
Philadelphia, Wilmington and Baltimore,	2, 001, 543	1, 961, 198	2, 209, 999	2, 496, 686	3, 019, 807
Philadelphia, Germantown and Chestnut Hill,	19, 049	33, 147	50	66, 770	78, 471
Pine Creek,	1, 206, 535	1, 986, 229	2, 010, 127	2, 601, 675	3, 066, 135
Pittsburgh and State Line,			602, 240		
Pittsburgh and Chester Valley,					
Pittsburgh and Castle Shannon,	111, 703	65, 310	39, 590	32, 000	106, 527
Pittsburgh, Chartiers and Youghiogheny,	206, 627	318, 341	380, 885	333, 973	28, 673
Pittsburgh, Cincinnati and St. Louis,	3, 640, 461	4, 064, 134	4, 846, 166	5, 560, 539	456, 295
Pittsburgh and Connellsville,	2, 912, 851	2, 983, 846	3, 847, 361	3, 905, 340	5, 239, 796
Pittsburgh, Fort Wayne and Chicago,	4, 710, 683	4, 775, 551	5, 413, 597	6, 315, 075	3, 861, 034
Pittsburgh and Lake Erie,	1, 971, 674	2, 284, 504		3, 038, 631	6, 210, 816
Pittsburgh, McKeesport and Youghiogheny,	1, 028, 865	1, 485, 715		2, 181, 039	3, 496, 693
Pittsburgh Southern,	412, 354				2, 470, 708
Pittsburgh and Western,	592, 865				
Pittsburgh, Youngstown and Ashtabula,					
Reading and Columbia,	495, 709	968, 132	606, 127	2, 023, 175	2, 817, 564
Rochester and Pittsburgh,	768, 996	992, 519	924, 513	627, 948	501, 603
Salisbury,	217, 325	154, 492	235, 670	207, 121	
Shamokin Valley and Pottsville,	1, 560, 757	1, 604, 280	1, 427, 763	255, 341	283, 653
Sharpsville,	100, 478	67, 140	166, 047	1, 462, 111	1, 497, 198
Shenango and Allegheny,	397, 671	333, 270		101, 438	208, 865
Sinnemahoning Valley,				398, 619	
Slate Ridge and Delta,				133, 074	
Slate Run,	2, 994	1, 937	48, 741		143, 200
Somerset County,					
Somerset and Cambria,			7, 300	29, 753	36, 700
South Mountain,	201, 998	3, 151	5, 915	10, 263	8, 705
Southern Pennsylvania,	47, 901	235, 081	313, 965	257, 082	306, 897
State Line,	36, 433	49, 552		69, 479	84, 852
State Line and Sullivan,	30, 290	35, 740		23, 948	28, 934
Stewartstown,			45, 068	105, 528	214, 292
Stony Creek,	241, 082	4, 373			
		265, 466	10, 960	12, 587	14, 096
			257, 594	234, 530	37, 995

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Tioga,	886,817	. . . . .	1,112,995	1,009,852	881,904
Tionesta Valley,	51,616	41,239	64,209	60,945	63,539
Tresckow, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	5,408
Ursina and North Fork, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	4,500
Warren and Farnsworth,	9,220	6,381	6,819	7,601	7,304
Waynesburg and Washington,	13,657	10,840	12,766	13,126	16,236
Western Maryland,	305,806	280,252	269,458	300,439	298,777
Western New York and Pennsylvania, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	3,527,310
West Penn and Shenango Connecting,	19,195	20,965	. . . . .	38,929	. . . . .
Wheeling, Pittsburgh and Baltimore,	398,096	580,541	861,449	900,000	996,087
Wilmington and Northern,	554,016	535,554	683,583	739,337	677,298
Williamsport and North Branch,	40,295	44,085	49,568	55,071	53,318
Wilkes-Barre and Scranton, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	10,846
York and Peach Bottom,	35,521	31,179	32,237	32,060	34,527
Total,	161,803,492	167,217,949	187,978,837	216,979,820	235,145,608

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Addison and Pennsylvania,	\$65,631 49	\$72,353 14	\$91,545 37	\$42,945 93	\$111,803 72
Allegheny Valley,	2,135,512 46	1,814,266 21	1,786,483 02	1,993,652 17	2,071,030 97
Allentown,	2,612 36	2,453 23	2,582 30	3,239 59	2,642 19
Bellefonte and Buffalo Run,				12,505 12	48,694 32
Bachman Valley,	14,460 15	14,910 37	10,946 65		
Baltimore and Cumberland Valley,				8,720 65	9,545 03
Baltimore and Cumberland Valley Extension,	40,009 26	31,866 31	30,828 13	26,895 05	28,910 67
Baltimore and Harrisburg,				61,006 81	70,971 02
Baltimore and Ohio Short Line,		111,308 84	206,810 71		
Baltimore and Philadelphia,	55,738 46	47,949 20	72,570 07	304,580 16	427,715 40
Bangor and Portland,	61,954 50	63,649 17	156,752 30	107,435 02	88,467 72
Barclay Coal Company's railroad,	79,184 93	66,845 86	62,470 14	61,317 97	63,853 48
Beech Creek,	84,536 87	350,981 19	379,116 98	786,823 41	913,333 61
Bell's Gap,	123,943 72	145,430 93	158,182 11	203,411 85	348,759 59
Berlin,	7,044 35	6,158 88	5,776 89	5,109 04	7,836 53
Berlin Branch,	4,461 19	4,838 04	4,177 42	3,458 79	3,569 60
Bradford, Bordell and Kinzua,	69,933 18	69,462 17	74,130 28	80,736 98	77,665 83
Bradford, Eldred and Cuba,	91,324 30	42,855 68	45,823 61	34,019 66	28,036 79
Buffalo, New York and Philadelphia,	2,452,014 23	2,367,937 88	2,598,569 35	2,716,388 67	
Buffalo, Rochester and Pittsburgh,				1,905,941 86	1,925,526 56
Catasauqua and Fogelsville,	72,665 36	75,073 95	88,542 63	125,955 45	104,613 25
Chartiers,	164,079 59	137,234 11	217,043 61	195,861 44	192,236 30
Chestnut Hill,				16,478 00	16,478 00
Cleveland and Pittsburgh,	2,599,397 66	2,586,537 49	2,715,008 73	3,079,664 65	3,221,154 23
Colebrookdale,	16,395 16			19,859 27	16,380 69
Colebrook Valley,	66,463 91	82,919 55			
Columbia and Port Deposit,	206,147 83				
Corning, Cowanesque and Antrim,	602,569 00	615,675 58	591,813 69	678,429 97	681,503 88
Cornwall,	77,592 27	84,461 92	113,564 30	125,634 60	115,038 52
Cornwall and Lebanon,	44,058 16	63,525 46	181,876 17	182,187 38	221,239 03
Cornwall and Mt. Hope,		15,491 55	15,849 61		
Coudersport and Port Allegheny,			29,123 83	34,871 89	43,129 77
Cumberland Valley,	768,331 93	699,392 80	733,707 62	774,476 52	752,711 64
Cresson, Clearfield and New York Short Route,			33,705 99	50,418 03	70,990 62
Delaware and Hudson,	2,022,509 74	2,086,737 25	2,327,150 99	2,820,027 43	3,345,304 49
Delaware, Lackawanna and Western,	6,244,781 58	5,998,028 54	6,664,839 15	8,037,985 48	8,041,961 57
Dillsburg and Mechanicsburg,	27,643 10	23,646 61	26,185 66	29,920 87	26,975 32

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Dunkirk, Allegheny Valley and Pittsburg, . . .	\$279,917 46	\$216,796 41	\$227,493 68	\$217,566 85	\$204,284 27
East Brandywine and Waynesburg, . . .	38,803 07	89,070 48	96,065 94	117,379 15	121,261 54
East Broad Top, . . .	85,539 05	777,112 33	740,789 30	30,950 50	30,943 00
East Mahanoy, . . .	751,319 95	249,282 96	488,938 11	927,489 28	993,337 33
Elmira and Williamsport, . . .	480,694 80	444,809 59	567,294 99	666,216 36	777,426 18
Erie and Wyoming Valley, . . .	3,180 31	3,046 93	3,546 87	605,965 83	622,151 33
Erie and Pittsburg, . . .	10,226 07	5,669 67	7,349 34	3,866 80	8,704 06
Evergreen, . . .	6,032 28	7,318 85	32,098 74	7,641 07	41,474 23
Fort Pitt Incline Plane, . . .	4,411 16	28,455 51	3,120 88	2,831 07	1,525 21
Frankford and Holmesburg, . . .	95,039 46	90,698 84	71,886 47	7,641 07	8,704 06
Gettysburg and Harrisburg, . . .	77,416 58	72,871 86	22,830 07	32,098 74	41,474 23
Greenlick Narrow Gauge, . . .	25,768 68	22,021 14	92,088 19	2,831 07	1,525 21
Hanover Junction, Hanover and Gettysburg, . . .	333,560 75	371,000 33	379,874 96	28,803 72	27,519 94
Hanover and York, . . .	150,937 07	37,836 19	41,524 87	435,425 65	516,000 21
Harrisburg and Potomac, . . .	250,220 49	136,895 74	143,171 63	44,999 41	38,614 65
Harrisburg, Portsmouth, Mt. Joy and Lancaster, . . .	229,274 70	230,966 99	279,295 00	159,130 36	167,771 52
Huntingdon and Broad Top Mountain, . . .	14,843,583 99	14,133,506 15	15,859,455 47	275,188 60	270,724 01
Ironton, . . .	204,164 58	167,724 61	210,990 80	18,710,963 15	18,029,627 36
Jamestown and Franklin, . . .	69,545 73	62,075 87	60,092 41	58,333 33	61,383 00
Junction, . . .	10,186,351 38	9,289,261 50	9,395,802 06	11,197,167 72	12,353,739 29
Lake Shore and Michigan Southern, . . .	127,161 01	21,354 32	28,516 04	5,320,853 01	5,320,853 01
Lawrence, . . .	21,718 22	60,910 13	20,681 39	29,624 99	30,418 84
Lehigh and Lackawanna, . . .	49,917 15	19,983 37	20,138 82	45,641 93	51,207 47
Lehigh Valley, . . .	219,662 56	220,965 23	225,227 42	20,320 55	20,320 55
Lehigh and Susquehanna, . . .	153,202 51	128,868 60	124,486 74	225,227 42	224,558 49
Lewisburg and Tyrone, . . .	24,853 06	28,966 21	29,759 89	140,849 65	136,157 81
Ligonier Valley, . . .	18,901 10	21,449 52	24,116 41	32,240 15	36,726 52
Little Saw-Mill Run, . . .	29,542 45	33,915 30	33,709 44	33,709 44	61,165 14
Littlestown, . . .	21,718 22	60,910 13	20,681 39	29,624 99	30,418 84
Little Schuylkill Navigation, . . .	49,917 15	19,983 37	20,138 82	45,641 93	51,207 47
Lykens Valley, . . .	219,662 56	220,965 23	225,227 42	20,320 55	20,320 55
Meadville and Linesville, . . .	153,202 51	128,868 60	124,486 74	225,227 42	224,558 49
Montour, . . .	24,853 06	28,966 21	29,759 89	140,849 65	136,157 81
Monongahela Connecting, . . .	18,901 10	21,449 52	24,116 41	32,240 15	36,726 52
Monongahela Incline Plane, . . .	29,542 45	33,915 30	33,709 44	33,709 44	61,165 14

Mont Alto,	28,935 29	18,954 69	20,123 47	21,399 50	21,420 22
Montrose,	28,878 59	27,778 53	27,689 92	28,102 61	26,974 69
Mount Oliver Incline,	30,224 00	27,902 50	32,980 00		
Mount Pleasant and Broad Ford,	26,769 91	14,888 99	25,511 06	23,704 18	
Nesquehoning Valley,	91,000 00	67,381 25			17,799 12
New Brighton and New Castle,	33,190 63	105,056 12	170,787 06		69,993 75
New Castle and Beaver Valley,	264,784 44	172,622 44	207,214 07	258,002 51	
New Castle and Butler,	4,670 29				237,537 15
New York, Chicago and St. Louis,	3,207,591 51	3,203,316 24	3,826,608 46	4,796,997 23	4,918,217 64
New York, Lake Erie and Western,	22,715,000 97	15,490,456 09	18,310,495 15	19,882,071 11	20,840,022 84
New York, Lake Erie and Western Coal,	145,567 40	198,809 88	189,948 48	361,918 24	415,599 09
New York, Lackawanna and Western,		100,285 15	124,261 31	147,132 61	164,429 73
New York and North Pennsylvania,		3,177 67		6,986 68	7,979 46
New York, Pennsylvania and Ohio,	1,994,440 20	5,065,161 41	2,015,526 82	6,365,127 00	6,377,966 91
New York, Pittsburgh and Chicago,	8,049 28				
New York, Susquehanna and Western,	1,034,208 30	1,092,354 63	1,129,440 53	1,395,185 34	1,445,900 45
Nittany Valley,					13,935 43
North-East Pennsylvania,	26,569 59	26,094 80	27,646 50	26,826 90	26,119 59
Northern Central,	3,864,236 91	3,875,351 86	3,926,629 10	4,124,905 40	3,995,450 85
North Pennsylvania,	846,011 46	848,157 00			
Ohio and Baltimore Short Line,		5,660 31	31,367 67	4,757 32	7,282 65
Penn Gas Coal Company's,	7,760 21	5,623 61	9,785 15	15,706 19	16,566 76
Pennsylvania,	30,196,884 81	27,667,405 83	31,132,287 14	35,305,728 40	36,698,183 84
Pennsylvania and New York,	2,151,337 61	1,827,460 22	2,268,573 88	2,695,012 98	2,952,547 62
Pennsylvania Coal,	47,294 75	17,385 04			
Pennsylvania Company,	1,117,031 14	1,273,409 00		1,592,645 97	1,955,739 62
People's,	12,327 67	11,217 89	12,066 81	12,440 49	13,053 29
Perkiomen,	297,906 35	285,126 29	280,096 36	223,347 29	200,746 11
Philadelphia and Erie,	3,660,146 10	3,292,253 44	3,708,484 87	4,036,931 27	4,373,042 30
Philadelphia and Reading,	30,237,069 93	28,328,591 27	29,916,233 89	21,416,103 39	20,597,294 16
Philadelphia and Trenton,	3,044,709 80	3,094,071 54	3,304,818 61	3,626,322 84	3,847,439 73
Philadelphia, Germantown and Chestnut Hill,	44,330 07	108,162 40	140,773 01	183,921 41	198,564 37
Philadelphia, Germantown and Norristown,	278,265 55				
Philadelphia, Newtown and New York,	75,942 95	73,928 33	80,450 13	88,190 76	93,185 66
Philadelphia and Chester Valley,					38,199 29
Philadelphia, Wilmington and Baltimore,	5,820,323 50	5,678,588 17	6,004,764 40	6,007,804 57	6,604,653 32
Pickering Valley,	4,878 24	4,555 08			
Pine Creek,	560,263 32	538,326 56	470,188 09	612,844 15	723,232 80
Pittsburgh and Castle Shannon,	175,258 81	106,184 69	74,604 97	66,508 16	68,397 82
Pittsburgh and Connellsville,	2,294,826 50	1,893,971 40	2,280,436 68	2,448,187 80	2,398,320 53
Pittsburgh and Lake Erie,	1,193,520 81	1,201,312 37		1,560,380 67	1,756,646 85
Pittsburgh and State Line,			266,635 40		
Pittsburgh and Northern,					3,658 64

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Pittsburgh and Western,	\$685,035 08	\$844,793 49	\$1,091,463 22	\$701,187 07	\$1,280,651 69
Pittsburgh, Youngstown and Ashtabula,				986,393 93	1,082,588 70
Pittsburgh, Chartiers and Youghiogheny,	46,816 39	60,107 60	67,632 95	61,920 54	89,705 05
Pittsburgh, Cincinnati and St. Louis,	4,036,702 35	4,029,825 29	4,731,813 77	5,805,431 88	5,388,547 44
Pittsburgh, Fort Wayne and Chicago,	9,190,174 52	8,229,866 10	9,129,339 66	11,302,813 04	9,967,498 34
Pittsburgh Junction,	19,298 80	116,007 59	176,000 00	182,049 71	201,313 14
Pittsburgh, McKeesport and Youghiogheny,	591,500 75	587,723 82		891,813 77	1,030,560 23
Pittsburgh Southern,	112,125 16				
Pomeroy and Newark,	20,584 32				
Reading and Columbia,	394,818 61	356,107 84	382,358 17	354,038 53	312,769 06
Rochester and Pittsburgh,	1,069,932 77	1,216,679 83	435,301 88	139,948 71	
Salisbury,	31,014 99	18,856 91	31,642 43	33,415 89	39,021 67
Shamokin Valley and Pottsville,	437,826 93	422,227 59	381,612 05	387,024 81	409,677 06
Sharpville,	32,631 50	18,973 09	38,164 64	37,205 76	44,930 20
Shenango and Allegheny,	185,990 57	147,053 23		159,635 18	
Sinnehoning Valley,		4,993 11	19,370 03	37,000 74	39,882 09
Slate Run,			3,650 00	7,470 98	16,757 75
Somerset and Cambria,	132,825 02	134,984 91	137,567 04	121,357 55	136,528 85
Somerset County,		3,882 00	7,103 42	12,347 60	10,519 25
South Mountain,	35,712 26	30,485 57		34,034 59	39,842 64
Southern Pennsylvania,	24,416 13	24,043 74	20,591 95	18,346 27	20,856 47
State Line,			2,726 00	6,415 76	13,176 89
State Line and Sullivan,	20,601 64				
Stewartstown,		3,278 33	10,770 74	11,148 68	11,823 17
Stony Creek,	67,147 51	58,589 92	58,998 76	53,073 15	28,756 56
Strasburg,	1,150 00		1,300 00		
Tioga,	370,174 03	350,191 74	398,569 11	363,044 07	332,692 27
Tionesta Valley,	31,722 12	38,436 62	55,310 45	52,643 22	53,074 62
Ursina and North Fork,					1,368 58
Warren and Farnsworth,	16,417 69	9,991 78	11,591 51	11,145 57	9,958 60
Waynesburg and Washington,	46,085 00	39,418 84	43,218 20	45,672 09	50,546 94
Western Maryland,	623,986 43	587,350 96	586,733 26	623,818 64	597,787 28
Western New York and Pennsylvania,					3,061,565 90
Wilkes-Barre and Harvey's Lake,				5,394 73	19,728 94
Wilkes-Barre and Western,				10,674 93	15,163 85

West Penn and Shenango Connecting,	24,951 96	31,863 48	. . . . .	35,453 05	. . . . .
Wheeling, Pittsburgh and Baltimore,	141,896 19	156,176 50	. . . . .	465,609 77	. . . . .
Williamsport and North Branch,	26,778 99	41,471 48	. . . . .	60,682 36	. . . . .
Wilmington and Northern,	346,055 92	313,838 44	. . . . .	383,335 75	. . . . .
York and Peach Bottom,	55,064 45	52,232 96	. . . . .	56,083 75	. . . . .
Total,	\$181,030,129 26	\$168,356,057 56	\$179,085,748 22	\$199,392,286 69	\$209,709,975 56

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Addison and Pennsylvania,	\$52,611 49	\$58,593 21	\$68,602 33	\$20,869 39	\$79,503 91
Allegheny Valley,	1,323,657 98	1,120,710 57	1,119,865 04	1,220,020 61	1,194,256 44
Allentown,	916 26	745 63	806 47	424 34	247 10
Bachman Valley,	14,391 78	15,269 12	12,071 90	. . . . .	. . . . .
Baltimore and Harrisburg, . . . . .	. . . . .	. . . . .	. . . . .	57,474 00	76,268 61
Baltimore and Ohio Short Line, . . . . .	. . . . .	83,706 23	225,750 44	. . . . .	. . . . .
Baltimore and Philadelphia,	46,903 35	42,635 79	60,701 80	455,799 94	511,414 64
Baigor and Portland,	87,488 50	63,649 17	132,235 38	81,232 46	74,595 33
Barclay Coal Company's railroad,	57,981 69	50,818 74	45,047 04	39,363 71	46,844 44
Bedford and Bridgeport,	3,718 20	. . . . .	. . . . .	. . . . .	. . . . .
Beech Creek,	66,297 71	184,760 62	215,675 31	413,630 45	540,599 69
Bell's Gap,	65,705 26	70,541 90	82,900 49	128,948 34	199,020 45
Berlin,	11,728 43	13,676 53	15,441 28	14,685 79	15,023 38
Berlin Branch,	1,616 80	3,590 01	3,749 27	3,267 86	3,999 15
Bradford, Bordell and Kinzua,	68,492 61	59,457 12	75,746 37	130,671 51	75,622 82
Bradford, Eldred and Cuba,	72,032 26	45,965 93	65,161 76	50,227 85	35,650 83
Bellefonte and Buffalo Run, . . . . .	. . . . .	. . . . .	. . . . .	15,425 96	55,039 01
Buffalo, New York and Philadelphia,	2,243,608 05	1,805,434 01	2,048,842 20	2,231,336 64	. . . . .
Buffalo, Rochester and Pittsburgh, . . . . .	. . . . .	. . . . .	. . . . .	1,994,136 77	2,025,667 89
Catasauqua and Fogelsville,	43,530 04	38,911 77	41,894 42	53,217 42	47,543 46
Chartiers,	103,819 90	99,948 76	105,784 94	119,303 12	134,446 72
Cleveland and Pittsburgh,	1,840,820 44	1,533,057 43	1,694,238 53	2,335,785 66	2,130,803 43
Colebrookdale,	1,044 15	388 42	. . . . .	286 02	249 00
Colebrook Valley,	44,899 10	72,028 94	. . . . .	. . . . .	. . . . .
Columbia and Port Deposit,	169,141 18	. . . . .	. . . . .	. . . . .	. . . . .
Connecting,	87,258 61	. . . . .	. . . . .	. . . . .	. . . . .
Corning, Cowanesque and Antrim,	431,910 00	435,508 96	433,938 30	622,752 98	674,606 77
Cornwall,	108,911 83	89,304 44	67,201 58	110,263 83	131,206 04
Cornwall and Mt. Hope, . . . . .	. . . . .	17,070 28	10,439 54	. . . . .	. . . . .
Cornwall and Lebanon,	13,008 60	75,070 28	410,026 75	267,041 65	188,922 75
Coudersport and Port Allegheny, . . . . .	. . . . .	14,753 00	19,050 00	22,079 00	26,640 00
Cumberland Valley,	608,554 14	463,879 12	539,841 44	592,423 34	543,374 53
Cressen, Clearfield and New York Short Route, . . . . .	. . . . .	. . . . .	48,304 53	56,852 39	57,881 73
Delaware and Hudson Canal Company,	1,336,035 41	960,045 14	1,204,161 27	1,389,117 44	2,408,141 41
Delaware, Lackawanna and Western,	4,367,319 92	3,382,563 52	3,722,144 06	4,199,472 84	5,947,994 30
Dillsburg and Meehaniesburg,	23,719 46	18,193 71	15,255 90	20,537 97	15,991 76
Dunkirk, Allegheny Valley and Pittsburgh,	302,411 84	223,791 61	236,340 76	225,156 54	198,181 33

East Brandywine and Waynesburg,	45,297 67	76,688 47	101,026 82	100,086 90	113,017 63
East Broad Top,	66,133 89	26,731 50		30,950 50	30,943 00
East Mahanoy,		509,866 24	526,346 33	628,773 12	687,635 76
Elmira and Williamsport,	503,457 68	407,480 04	391,007 73	477,028 79	428,480 31
Erie and Pittsburg,	394,164 93	637,689 98	1,112,123 65	569,859 05	473,379 98
Erie and Wyoming Valley,		5,105 79	6,634 15	6,708 58	
Evergreen,	7,103 91	4,447 89			
Fort Pitt Incline Plane,	9,006 92	12,126 26	22,347 35	15,160 69	18,111 54
Frankford and Holmesburg,	12,982 93	26,837 22		23,041 02	24,931 46
Gettysburg and Harrisburg,		96,972 32	3,635 73	3,715 77	3,039 09
Greenlick Narrow Gauge,	6,221 45	63,069 37	55,098 20		
Hanover Junction, Hanover and Gettysburg,	94,892 78	34,014 90	34,650 94	24,792 13	20,283 30
Hanover and York,	66,990 24	220,681 16	219,177 10	232,209 27	264,084 08
Harrisburg and Potomac,	60,098 24	17,707 13	15,838 30	18,806 62	19,663 88
Huntingdon and Broad Top Mountain,	204,223 83	97,542 62	119,997 69	112,716 27	119,185 52
Ironton,	12,998 25	105,223 91	113,890 05	113,520 29	106,940 93
Jamestown and Franklin,	93,103 11	9,287,537 13	9,731,622 00	11,029,798 17	11,310,371 19
Junction,	142,434 77	92,050 86			
Lake Shore and Michigan Southern,	9,133,251 65	49,352 82			
Lawrence,	115,600 24	4,888,997 83	5,411,614 26	58,333 33	8,475,598 94
Lehigh and Lackawanna,	54,293 96			6,142,396 25	
Lehigh Valley,	7,318,888 04				
Lewisburg and Tyrone,	228,203 62				
Ligonier Valley,	21,229 08	13,391 17	33,699 49	35,271 77	18,874 07
Little Saw-Mill Run,	59,646 87	50,898 15	27,848 21	31,955 25	37,170 82
Littlestown,	21,264 37	17,329 07	16,861 57	17,124 12	17,448 70
Little Schuylkill Navigation,	29,282 66	30,028 18		34,343 38	34,405 13
Lykens Valley,	90,702 55	66,368 64	61,986 78	78,349 69	73,657 85
Meadville and Linesville,	39,347 00	22,243 27	21,347 45	26,135 83	33,340 57
Monongahela Connecting,				22,812 49	22,516 17
Monongahela Incline Plane,					
Mont Alto,	13,870 62	20,405 17	19,959 12	21,175 47	19,032 77
Montour,	27,974 81	17,418 60	16,856 41		
Montrose,		20,832 50	22,843 75	22,814 82	21,907 26
Mount Oliver Incline Plane,	26,509 27	28,941 70	30,976 27		
Mount Pleasant and Broad Ford,	22,502 76	609 53	615 09	661 72	688 36
New Brighton and New Castle,	937 80	34,908 70	56,749 38		
New Castle and Beaver Valley,	167,509 49	92,134 21	104,911 35	120,084 84	124,421 55
New Castle and Butler,	128,616 60				
New Castle and Cugo,	3,530 35				
New York, Chicago and St. Louis,	2,679,808 43	2,483,867 57	2,698,398 24	7,159,781 36	4,323,196 73
New York, Lackawanna and Western,		56,715 29	63,129 20	67,341 98	75,423 98
New York, Lake Erie and Western,	23,413,683 92	11,992,097 63	12,010,072 80	12,918,151 63	13,099,372 27
New York, Lake Erie and Western Coal,	177,035 41	120,658 22	225,332 01	198,178 53	224,208 65

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.—CONTINUED.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
New York, Pennsylvania and Ohio,	\$227,125 53	\$3,653,739 40	\$172,255 21	\$4,104,313 92	\$4,520,885 09
New York and North Pennsylvania,		2,293 40		4,490 26	5,024 84
New York, Pittsburgh and Chicago,	19,067 09				
New York, Susquehanna and Western,	600,707 23		1,312,637 85	797,887 83	1,032,943 69
Nittany Valley,		640,180 52			11,860 50
North and West Branch,	138,260 36		10,360 99		
North-East' Pennsylvania,	30,033 65	26,850 04	26,979 06	30,768 53	29,615 42
Northern Central,	2,362,846 84	2,214,734 67	2,439,811 65	2,634,720 62	2,427,930 69
Ohio and Baltimore Short Line,		3,393 07	31,952 14	12,667 09	19,473 73
Pennsylvania,	19,063,905 28	17,671,202 09	21,344,705 68	22,328,536 29	25,973,375 69
Pennsylvania Coal,	387,355 19	378,905 15			
Pennsylvania Company,	283,034 69	195,033 01	211,633 28	369,204 00	325,159 64
Penn Gas Coal Company,	16,362 66	17,680 88	16,287 14	16,638 55	22,808 46
Pennsylvania and New York,	1,400,626 98	1,309,174 15	1,606,191 29	2,044,423 55	2,108,020 99
Pennsylvania Schuylkill Valley,			2,475,601 36		
People's,	14,819 86	8,370 01	8,183 81	7,848 79	14,933 60
Perkiomen,	198,704 55	163,589 48	190,371 78	156,518 90	145,325 83
Philadelphia and Baltimore Central,	2,108 64	4,200 00	4,329 20		
Philadelphia and Chester Valley,					
Philadelphia and Erie,		1,999,373 43	2,242,531 91	2,457,047 55	39,402 51
Philadelphia, Germantown and Chestnut Hill,	2,202,065 87	116,405 11	133,308 48	130,425 34	2,733,088 32
Philadelphia, Newtown and New York,	68,712 72	82,281 77	86,628 82	90,729 23	145,745 84
Philadelphia, Reading,	96,285 45	24,551,030 97	25,594,981 27	13,298,561 59	104,657 47
Philadelphia and Trenton,	26,055,595 62	1,737,712 73	1,906,614 69	2,010,914 45	13,800,781 15
Philadelphia and Wilmington,	1,963,086 87	3,889,772 03	4,278,471 74	4,536,776 21	2,125,626 90
Philadelphia, Wilmington and Baltimore,	3,971,356 13	469 84			4,827,378 53
Pekering Valley,	910 31				
Pine Creek,	365,889 62	532,260 18	348,651 60	384,232 80	473,929 18
Pittsburgh and Castle Shannon,	150,750 26	93,137 84	65,212 22	63,775 19	61,615 94
Pittsburgh, Cincinnati and St. Louis,	2,917,253 01	2,751,487 39	3,227,154 20	4,240,485 27	4,321,891 07
Pittsburgh and Connellsville,	2,006,235 93	1,160,364 23	1,563,839 72	1,438,806 06	1,690,775 29
Pittsburgh, Fort Wayne and Chicago,	6,324,528 75	5,975,174 05	6,408,690 55	7,923,343 98	7,129,360 60
Pittsburgh and Lake Erie,	917,412 46	851,607 48		1,649,548 94	1,838,210 00
Pittsburgh, Chartiers and Youghiogheny,	124,198 28	66,303 19	56,137 74	136,404 67	142,401 08
Pittsburgh Junction,	1,343,876 41	293,792 50	199,257 97	237,132 49	120,304 71
Pittsburgh, McKeesport and Youghiogheny,	442,806 12	456,870 32		450,668 77	632,488 23
Pittsburgh and Northern,					6,420 40
Pittsburgh and Western,	1,309,420 65	851,195 53	1,105,648 19	473,292 63	1,208,150 18

Pittsburgh, Youngstown and Ashtabula,	39,077 34	617,254 47	916,161 57
Pomeroy and Newark,	126,547 35		
Pottsville and Mahanoy,			
Pittsburgh and State Line,			
Reading and Columbia,	398,579 81	215,266 69	
Reading and Pottsville,	36,550 06	315,393 25	
Rochester and Pittsburgh,	2,218,084 42	313,442 45	270,482 39
River Front,			
Salisbury,		316,340 50	
Shanokin Valley and Pottsville,	21,516 71	28,349 94	
Sharpsville,	210,900 13	26,572 07	28,556 52
Sharon,	28,922 44	164,627 60	214,041 35
Shenango and Allegheny,	3,887 04	39,364 22	37,577 33
Sinmenahoning Valley,	242,278 78	10,750 56	
Slate Run,		19,738 97	
Somerset County,			131,604 34
Somerset and Cambria,			37,594 37
South Mountain,	80,088 95	7,909 11	40,482 80
Southern Pennsylvania,	25,816 54	7,309 23	20,401 06
South-West Pennsylvania,	20,257 56	128,651 29	6,749 45
State Line,	79,174 64	21,731 26	149,082 99
State Line and Sullivan,		20,448 83	23,537 24
Stewartstown,	13,837 48		22,994 69
Stony Creek,		5,779 39	
Tioga,	51,983 76		26,866 95
Tionesta Valley,	215,908 00	7,543 40	
Tyrone and Clearfield,	38,549 95	46,077 25	7,224 11
Ursina and North Fork,	302,297 88	236,223 67	39,623 77
Warren and Farnsworth,	14,381 80	35,127 98	196,207 07
Waynesburg and Washington,	38,374 30		36,503 61
Western Maryland,	407,749 96		
Western New York and Pennsylvania,			
Wilkes-Barre and Western,			
Wilkes-Barre and Harvey's Lake,		7,646 76	2,962 11
West Penn and Shenango Connecting,	30,206 81		9,108 44
Western Pennsylvania,	25,512 43	30,299 11	40,487 36
Wheeling, Pittsburgh and Baltimore,	128,274 78		404,257 05
Williamsport and North Branch,	164,714 82		2,324,449 26
Williamington and Northern,	354,979 44		11,942 12
York and Peach Bottom,	65,774 30		17,176 68
Total,	\$139,285,963 77	\$128,245,602 00	\$141,683,620 22

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1884.		1885.		1886.		1887.		1888.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Addison and Pennsylvania,	11	11	1	8	14	21	15	24	9	3
Allegheny Valley,	1		6							8
Arnot and Pine Creek,										4
Baltimore and Harrisburg,										32
Baltimore and Cumberland Valley Extension,		1			2	6	1	14	8	5
Baltimore and Philadelphia,										27
Bangor and Portland,				4			1	4		1
Barclay Coal Company,						2				7
Bellefonte and Buffalo Run,					5	7	1	1	1	1
Beech Creek,		1					2			1
Bell's Gap,		2								1
Berlin,	1			1						1
Bradford, Bordell and Kinzua,		10				1				1
Buffalo, New York and Philadelphia,	20	30	21	22			2	7	1	3
Bradford, Eldred and Cuba,		10					24	77		2
Buffalo, Bradford and Pittsburgh,	2	16	1	6	20	67	5	38	4	36
Buffalo, Rochester and Pittsburgh,							4	62	10	79
Catsaqua and Fogelsville,	1					1	1			5
Chartiers,	2	6	1	4	1	6	5	3	2	3
Cleveland and Pittsburgh,	3	5	1	9	2	17	2	8	1	3
Corning, Cowanesque and Antrim,	2	21	2	6		17	1	40	5	36
Cornwall,			1		1		1	1		2
Cornwall and Lebanon,			1	1		3				4
Cumberland Valley,	2	2	1	4	1	1		7	2	1
Cresson, Clearfield County and New York Short Route,			2		1	1		5		67
Delaware and Hudson Canal Company,	8				14	12		20	30	39
Delaware, Lackawanna and Western,	35	75	16	39	24	43	11	43	40	2
Dunkirk, Allegheny Valley and Pittsburgh,	1	13	1	6		10	28	4	1	26
East Broad Top,		2		2	1	3		1		1
Elmira and Williamsport,	1	12			3	18	6	43	1	3
Erie and Pittsburgh,	1	8	4	13	7	3	6	8	1	3

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1884.		1885.		1886.		1887.		1888.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Pittsburgh, Youngstown and Ashtabula,	1	8	2	9	3	4	1	7	1	16
Reading and Columbia,	6	10	6	36	6	49	1	4	5	5
Rochester and Pittsburgh,	6	9	2	5	2	10	3	7	1	1
Salisbury,	2	9	3	3	1	3	4	2	8	8
Shamokin Valley and Pottsville,	1	9	3	3	1	3	4	2	3	3
Sharpsville,	2	9	3	3	1	3	4	2	3	3
Shenango and Allegheny,	1	9	3	3	1	3	4	2	3	3
Somerset and Cambria,	1	9	3	3	1	3	4	2	3	3
South Mountain,	1	9	3	3	1	3	4	2	3	3
Southern Pennsylvania Railway and Mining Company,	1	9	3	3	1	3	4	2	3	3
State Line,	1	9	3	3	1	3	4	2	3	3
Stony Creek,	1	9	3	3	1	3	4	2	3	3
Stewartstown,	1	9	3	3	1	3	4	2	3	3
Tioga,	1	9	3	3	1	3	4	2	3	3
Tionesta Valley,	1	9	3	3	1	3	4	2	3	3
Waydesburg and Washington,	1	9	3	3	1	3	4	2	3	3
Western Maryland,	1	9	3	3	1	3	4	2	3	3
Western New York and Pennsylvania,	1	9	3	3	1	3	4	2	3	3
West Penn and Shenango Connecting,	1	9	3	3	1	3	4	2	3	3
Wheeling, Pittsburgh and Baltimore,	1	9	3	3	1	3	4	2	3	3
Wilmington and Northern,	1	9	3	3	1	3	4	2	3	3
Wilkes-Barre,	1	9	3	3	1	3	4	2	3	3
Williamsport and North Branch,	1	9	3	3	1	3	4	2	3	3
York and Peach Bottom,	1	9	3	3	1	3	4	2	3	3
Total,	792	2,245	720	2,193	863	3,503	1,091	4,627	1,245	4,944

TABULATED RESULTS

COMPILED FROM

REPORTS OF PASSENGER RAILWAY COMPANIES.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Total amount now of floating and funded debt.	Rate per cent. on funded debt.	Rate per cent. of dividend.
Allentown,	Unlimited.					
Beaver Valley,	30,000 00	30,000 00	\$45,260 00	\$10,000 00	5	3
Bradford and Kendall,	12,000 00		30,000 00	17,500 00	6	
Braddock and Turtle Creek,	15,000 00	12,100 00				
Carbondale and Jermyan Electric,	50,000 00	10,000 00	1,000 00			
Central, Pittsburgh,	100,000 00	11,300 00	11,300 00	9,500 00		
Chester,	100,000 00	100,000 00	100,000 00	19,974 49	6	
Citizens', Philadelphia,	500,000 00	192,500 00	100,000 00			
Citizens', Norristown,	80,000 00	50,000 00	49,520 00	4,500 00		
Citizens', Pittsburgh,	2,500,000 00	2,500,000 00	2,500,000 00	50,000 00	5	
Citizens' Traction,	68,000 00	68,000 00		1,151,000 00	5	
City, Altoona,	50,000 00	62,775 00	68,000 00			
Coalville,	1,000,000 00	1,000,000 00	62,700 00	13,772 85	6	
Continental,	100,000 00	100,000 00	580,000 00	350,000 00	6	
East Harrisburg,	125,000 00	80,000 00	100,000 00	3,000 00		
Easton, South Easton and West End,	600,000 00		80,000 00	63,174 20	5	
Empire,	100,000 00			200,000 00	7	
Eric City,	100,000 00	50,000 00	50,000 00	52,893 09	6	
East End, Lancaster,	10,000 00	15,000 00	15,000 00			
East Reading,	20,000 00	20,000 00	16,775 00	4,886 25		
Federal Street and Pleasant Valley,	100,000 00	100,000 00	100,000 00	75,000 00	6	18
Fort Pitt Incline,	60,000 00	60,000 00	60,000 00	31,150 00	6	
Forty-third Street and Bloomfield,	5,000 00		500 00			
Frankford and Southwark,	750,000 00	750,000 00	750,000 00	100,000 00	7	31
Germantown,	1,500,000 00	1,500,000 00	572,800 00	227,500 00	5	
Green and Coates Street,	500,000 00	500,000 00	150,000 00	100,000 00	6	
Harrisburg City,	Unlimited.	100,000 00	100,000 00	8,500 00		

Hestonville, Mantua and Fairmount,	2,050,000 00	2,650,000 60	299,381 36	519,629 00	6	.	.	.	.
Johnstown,	100,000 00	100,000 00	100,000 00	100,000 00	.	.	.	.	.
Lancaster City,	10,000 00	45,800 00	45,800 00	15,000 00	.	.	.	.	.
Lancaster and Millersville,	40,000 00	40,000 00	40,000 00	80,000 00	.	.	.	.	.
Lehigh Avenue,	600,000 00	1,000,000 00	100,000 00	210,679 54	6	.	.	.	.
Lombard and South Streets,	750,000 00	500,000 00	299,865 00	2,000 00	.	.	.	.	.
Manayunk and Roxborough Inclined Plane and Railway Co.,	100,000 00	.	58,475 00	100,000 00	.	.	.	.	.
Millvale Station,	15,000 00	.	1,500 00	100,000 00	5	.	.	.	6
Monongahela Incline,	20,000 00	140,000 00	140,000 00	100,000 00	6	.	.	.	.
Mount Oliver Incline,	100,000 00	100,000 00	38,000 00	52,500 00	6	.	.	.	.
Nunnery Hill Incline,	60,000 00	60,000 00	60,000 00	34,500 00	.	.	.	.	.
Nay-Aug Cross-Town,	50,000 00	25,000 00	23,975 00	6,300 00	.	.	.	.	.
Norristown,	50,000 00	44,500 00	44,322 20	2,200 00	.	.	.	.	.
North Philadelphia,	300,000 00	300,000 00	300,000 00	2,200 00	.	.	.	.	.
Observatory Hill Passenger Railway Company,	123,000 00	125,000 00	125,000 00	141,011 58	5	.	.	.	.
People's Park,	100,000 00	100,000 00	100,000 00	159,011 65	5	.	.	.	.
People's, Scranton,	50,000 00	400,000 00	162,500 00	200,000 00	6	.	.	.	.
People's, Philadelphia,	2,250,000 00	2,250,000 00	500,000 00	785,213 80	.	.	.	.	.
Perkiomen Avenue,	100,000 00	90,000 00	90,000 00	300,000 00	5	.	.	.	13½
Philadelphia City,	1,000,000 00	1,000,000 00	475,000 00	100,000 00	4	.	.	.	.
Philadelphia and Darby,	200,000 00	308,750 00	308,750 00	100,000 00	.	.	.	.	.
Philadelphia and Gray's Ferry,	1,000,000 00	5,000,000 00	2,937,405 00	1,274,000 00	4	.	.	.	.
Philadelphia Traction,	2,500,000 00	2,500,000 00	1,500,000 00	915,000 00	5	.	.	.	.
Pittsburgh Traction,	350,000 00	350,000 00	350,000 00	200,000 00	7	.	.	.	9
Pittsburgh, Allegheny and Manchester,	200,000 00	200,000 00	200,000 00	75,000 00	7½	.	.	.	20
Pittsburgh and Birmingham,	200,000 00	100,000 00	82,755 00	102,500 00	6	.	.	.	.
Pittsburgh Union,	200,000 00	86,000 00	86,000 00	66,394 32	.	.	.	.	.
Pittsburgh and West End,	25,000 00	150,000 00	10,000 00	37,000 00	5	.	.	.	10
Pittston,	200,000 00	420,000 00	420,000 00	67,000 00	8	.	.	.	.
Reading City,	750,000 00	60,000 00	6,000 00	45,293 39	.	.	.	.	.
Ridge Avenue,	60,000 00	500,000 00	30,000 00	100,000 00	6	.	.	.	.
Saint Clair Incline,	150,000 00	30,000 00	771,076 25	19,000 00	.	.	.	.	.
Schuylkill River,	1,060,200 00	500,000 00	250,000 00	38,400 00	5	.	.	.	.
Second Avenue,	500,000 00	38,000 00	25,600 00	1,000,000 00	.	.	.	.	.
Second and Third Streets,	65,000 00	20,000 00	20,000 00	38,732 78	.	.	.	.	.
Seventeenth and Nineteenth Streets,	20,000 00	10,000 00	40,910 00	170,000 00	6	.	.	.	.
South Side,	10,000 00	49,910 00	1,000 00	750,000 00	7	.	.	.	.
Stroudsburg,	50,000 00	1,000,000 00	334,529 44	996,000 00	5	.	.	.	.
Sunbury and Northumberland,	1,000,000 00	1,500,000 00	750,000 00	996,000 00	6	.	.	.	.
Suburban, Scranton,	1,000,000 00	1,500,000 00	750,000 00	996,000 00	.	.	.	.	.
Thirteenth and Fifteenth Streets,	1,000,000 00	1,500,000 00	750,000 00	996,000 00	.	.	.	.	.
Union,	1,000,000 00	1,500,000 00	750,000 00	996,000 00	.	.	.	.	.
West Philadelphia,	750,000 00	750,000 00	750,000 00	996,000 00	.	.	.	.	.

TABLE A.—STOCK AND DEBT.—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Total amount now of floating and funded debt.	Rate percent on unfunded debt.	Rate per cent. of dividend.
Wilkes-Barre and Kingston,	100,000 00	100,000 00	100,000 00	3,250 00	6	67
Wilkes-Barre and East Liberty,	20,000 00	15,300 00	13,400 00	30,700 53		
Williamsport,	75,000 00		75,000 00	29,271 71		
Wilkes-Barre and Suburban,	40,000 00	80,000 00	61,468 00	7,000 00		
York,	50,000 00	50,000 00	50,000 00			
Total,	\$32,020,200 00	\$30,853,635 00	\$18,527,567 25	\$10,126,539 18		

TABLE B.—COST AND CHARACTERISTICS.

NAME OF COMPANY.	COST OF ROAD AND EQUIP'M'T.		CHARACTERISTICS OF ROAD.										Value of real estate held exclusive of roadway.
	Total cost of road and equipment.		Length of road.	Gauge of road.	Weight of rail per yard.	Number of car-houses, shops and stables.	Number of depots.	Number of first-class passenger cars.	Number of second-class passenger cars.	Number of other cars.	Number of horses owned by the company.		
Allentown,	\$39,686	84	3.44	4.8 ¹	19	3	1	5	1	1	25	\$18,063 11	
Beaver Valley,	51,269	63	3.10	5.2 ²	38	1	1	8	1	1	48	800 00	
Bradford and Kendall,	18,409	41	1.53	4.8	38	2	2	2	1	1	4		
Carbondale and Jermyn Electric,			1.25			1		2					
Central, Pittsburgh,	141,896	76	3.00	5.2 ¹	45	1	2	14	2	2	98		
Chester,	119,006	76	7.25	5.2 ¹	40 & 47	5		18			80	8,000 00	
Citizens', Philadelphia,	312,134	57	10.50	5.2	45 & 47	11	2	51	16	7	400	186,615 56	
Citizens', Norristown,	44,156	54	3.00	5.2 ¹	50	1	1	8	2		49	7,352 22	
City, Altoona,	68,000	00	3.26		43 & 45	4		12	6		39		
Coalville,	51,826	11	2.50		20 & 30	2	1	3			16	27,049 89	
Citizens' Traction,				4.8 ¹	47 & 52	6	4	31	71	11	613		
East Harrisburg,	82,470	02	4.67	5.2 ²	38 & 52	4	2	14	3		65	19,793 26	
Easton, South Easton and West End,	133,847	34	3.90	5.2 ¹	45	3		13				10,000 00	
Empire,			9.00	5.2	45								
Erie City,	116,540	82	8.25	4.8 ¹	30, 40, 45	1	1	18	2		115	20,100 00	
East Reading,	15,281	41	1.42	5.2 ¹	38 & 52	1	1	2				1,100 00	
East End, Lancaster,	16,409	00	1.37	5.2 ¹	47	1		4			10	1,500 00	
Federal Street and Pleasant Valley,	140,000	00	2.60	5.2 ¹	45	3	1	24		2	166	35,000 00	
Fort Pitt Incline,	96,398	05	.07	10		2		2					
Frankford and Southwark,	1,025,987	40	18.10	5.2	47	8	4	108			672	125,000 00	
Harrisburg City,	145,014	30	5.06	5.2 ¹	38 to 54	6	1	26			75	30,000 00	
Hestonville, Mantua and Fairmount,	548,194	56	20.00	5.2	47	5	2	95		6	489	319,111 74	
Johnstown,	845	60	7.25	5.3	41 & 43	2	3	15			76	7,050 00	

TABLE B.—COST AND CHARACTERISTICS—CONTINUED.

NAME OF COMPANY.	COST OF ROAD AND EQUIP'M'T.	CHARACTERISTICS OF ROAD.										Value of real estate held exclusive of roadway.
		Length of road.	Gauge of road.	Weight of rail per yard.	Number of car-houses, shops and stables.	Number of depots.	Number of first-class passenger cars.	Number of second-class passenger cars.	Number of other cars.	Number of horses owned by the company.		
Lancaster City,	\$45,617 10	3.56	5.2½	38,47,52	1	1	14	..	..	19	\$9,500 00
Lancaster and Millersville,	44,449 77	5.50	4.8½	30	1	1	4	..	1	..	19,000 00	
Lehigh Avenue,	98,000 00	6.00	5.2	47	..	..	..	..	..	..	82,481 49
Lombard and South Streets,	678,819 94	17.76	5.2	50	4	2	21	33	4	351	..	
Manayunk and Roxborough Incline Plane and Railway Company,	59,053 06	5.41	5.2⅜	48	1	1	7	..	1	36	12,177 00	
Monongahela Incline,	250,000 00	.12	5 & 12	42 & 56	..	2	2	..	2	..	..
Mount Oliver Incline,	119,387 52	1.47	4.8½, 5.2½	42	3	2	6	..	..	18	..
Nunnery Hill Incline,	90,430 22	.21	..	..	..	2	2	..	..	..	..
Nay-Aug Cross-Town,	28,556 99	1.25	4.8½	52	1	1	4	..	..	..	10,000 00
Norristown,	39,946 25	4.00	5.2½	47	1	1	8	..	..	..	5,500 00
Observatory Hill,	275,372 09	3.50	5.2½	52	3	1	6	..	..	36	3,616 65
People's, Park,	163,935 01	2.50	5.2½	45	3	1	10	..	1	96	12,900 00	
People's, Scranton,	372,378 22	12.00	4.8½	40 & 52	2	..	26	6	..	96	16,064 99	
People's, Philadelphia,	354,686 61	31.00	5.2	47	12	5	116	51	28	1,284	1,000 00	
Perkiomen Avenue,	134,910 45	5.90	5.2½	38 to 52	3	1	23	..	..	80	10,000 00
Philadelphia City,	875,842 88	17.41	5.2½	47 & 78	6	4	132	..	..	708	302,650 00
Philadelphia and Darby, . . . . .	..	5.05	5.2½	42	..	..	..	..	..	..	..
Philadelphia and Gray's Ferry,	243,713 00	10.33	5.2	47	4	1	24	6	4	190	33,000 00	
Philadelphia Traction, . . . . .	..	119.00	5.2½	45 to 78	35	12	558	104	57	2,179	211,927 64
Pittsburgh Traction,	1,261,859 45	11.00	5.2½	66⅜	4	2	30	10	4	16	157,116 38	
Pittsburgh, Allegheny and Manchester,	303,719 12	5.00	5.2	45	3	..	47	..	..	356	..
Pittsburgh and Birmingham,	178,275 28	3.75	5.2½	45 & 47	3	1	19	9	1	..	63,800 00	

Pittsburgh Union,	138,760 77	4.06	5.2 $\frac{1}{2}$	45	1	. . 2	23	. . 2	. . 4	143	14,878 85
Pittsburgh and West End,	155,214 66	5.25	5.2 $\frac{1}{2}$	40	2	. . 2	21	2	. . 7	122	16,844 61
Pittston,	10,000 00	1.75	5.2	42 $\frac{1}{2}$	1	. . 2	1	. . .	. . .	7	. . .
Reading City,	192,648 91	4.50	5.2 $\frac{1}{2}$	47	5	. . 2	40	. . .	. . 1	140	33,000 00
Ridge Avenue,	582,639 50	15.00	5.1	47	1	1 1	62	. . .	. . .	350	70,000 00
Saint Clair Incline,	67,000 00	.38	5	56	. . .	2	. . .	. . 2	. . .	. . .	3,500 00
Schuylkill River,	47,463 54	3.11	5.2	44	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Second Avenue, . . . . .	. . . . .	3.25	5.2 $\frac{1}{2}$	47	1	. . 1	. . .	. . 3	. . .	. . 20	. . .
Second and Third Streets,	950,839 67	37.00	5.2 $\frac{1}{2}$	43 to 55	8	2 2	107	9	. . 15	688	100,000 00
South Side,	81,851 13	3.00	5.2 $\frac{1}{2}$	45	3	1 1	4	4	. . 1	54	12,000 00
Stroudsburg,	24,593 87	1.38	4.8 $\frac{1}{2}$	28 & 30	1	1 1	2	1	. . .	10	. . .
Suburban, Scranton,	85,087 67	5.25	4.8 $\frac{1}{2}$	35 to 52	1	1 1	13	. . .	. . 1	. . .	11,200 00
Thirteenth and Fifteenth Streets, . . . . .	. . . . .	14.00	5.2	43	2	2	64	15	. . 16	586	165,962 58
West Philadelphia, . . . . .	. . . . .	21.50	5.2 $\frac{1}{2}$	44	. . .	. . .	. . .	. . 3	. . .	. . 20	15,000 00
Wilkes-Barre and Kingston,	94,833 37	4.00	5.2	30 & 45	1	. . .	7	. . .	. . .	. . .	. . .
Wilkesburg and East Liberty,	15,777 84	2.36	4.6	45	. . .	. . .	. . .	. . 2	. . .	. . 33	. . .
Williamsport,	141,198 01	5.52	4.8 $\frac{1}{2}$	38 & 42	1	1	9	. . .	. . .	. . .	1,650 00
Wilkes-Barre and Suburban,	88,439 65	5.73	5.2	50	1	. . .	5	. . .	. . .	. . .	5,642 48
York,	52,373 25	4.00	4.8 $\frac{1}{2}$	38	2	. . .	14	. . .	. . 1	31	. . .
Total,	\$11,515,099 92	533.33	. . . . .	. . . . .	194	84	1,811	346	171	10,709	\$2,216,948 45

TABLE C.—PASSENGERS AND EXPENSES.

NAME OF COMPANY.	Number of passengers (all classes) carried in cars.	Of maintaining the road or real estate of cor- poration.	Of operating the road.	Total.
Allentown,	205,645	\$847 83	\$11,015 61	\$11,863 44
Beaver Valley,	336,908	..	18,847 30	18,847 30
Bradford and Kendall,	87,338	..	..	..
Carbondale and Jermyn Electric,	35,578	..	3,037 50	3,037 50
Central, Pittsburgh,	1,062,235	2,307 55	46,152 77	48,460 32
Chester,	947,908	2,377 46	29,532 24	31,909 70
Citizen's, Philadelphia,	7,286,286	10,504 47	179,097 80	189,602 27
Citizen's, Norristown,	255,161	464 14	14,485 90	14,950 04
Citizen's Traction,	6,952,131	24,830 70	243,877 20	268,707 90
City, Altoona,	405,897	1,302 82	13,903 60	15,206 42
Coalville,	137,948	1,045 08	6,849 15	7,894 23
East Harrisburg,	544,569	2,446 23	19,289 74	21,735 97
Easton, South Easton and West End,	277,608	99 25	11,725 08	11,824 33
Erie City,	768,149	2,928 60	27,384 88	30,313 48
East Reading,	20,315	..	..	..
East End, Lancaster,	111,202	502 60	3,857 04	4,359 64
Federal Street and Pleasant Valley,	2,112,164	5,190 02	66,623 67	71,813 69
Fort Pitt Incline,	316,498	..	..	..
Frankford and Southwark,	13,654,292	19,920 09	387,160 06	407,080 15
Harrisburg City,	743,104	6,444 63	26,554 38	32,999 01
Hestonville, Mantua and Fairmount,	5,804,686	14,914 90	227,033 16	241,948 06
Johnstown,	805,694	3,051 95	29,477 61	32,529 56
Lancaster City,	158,031	650 30	8,150 80	8,801 10
Lancaster and Millersville,	45,724	509 51	2,883 71	3,393 22
Lombard and South Streets,	6,849,110	8,340 79	155,998 40	164,339 19
Manayunk and Roxborough Incline and Railway Company, . . . . .	..	2,691 26	14,151 78	16,843 04
Monongahela Incline,	1,064,675	6,857 12	12,510 01	19,367 13

Mount Oliver Incline,	1,206,532	. . . . .	8,727 33	8,727 33
Nay-Aug Cross-Town,	39,361	. . . . .	2,041 23	2,041 23
Norristown,	190,227	. . . . .	10,499 73	10,499 73
Nunnery Hill Incline,	54,443	. . . . .	1,272 95	1,272 95
Observatory Hill,	311,436	. . . . .	13,609 34	13,609 34
People's, Park,	838,130	. . . . .	33,608 08	33,608 08
People's, Scranton,	1,313,613	. . . . .	47,546 85	47,546 85
People's, Philadelphia,	31,661,527	. . . . .	607,282 72	607,282 72
Perkionken Avenue,	1,033,118	. . . . .	31,633 23	31,633 23
Philadelphia and Gray's Ferry,	3,032,592	. . . . .	97,903 71	97,903 71
Philadelphia Traction,	55,484,746	. . . . .	1,844,702 60	1,844,702 60
Pittsburgh Traction,	2,800,889	. . . . .	84,628 26	84,628 26
Pittsburgh, Allegheny and Manchester,	4,339,994	. . . . .	150,948 04	150,948 04
Pittsburgh and Birmingham,	3,191,323	. . . . .	94,205 78	94,205 78
Pittsburgh Union,	1,299,092	. . . . .	54,926 27	54,926 27
Pittsburgh and West End,	1,452,181	. . . . .	51,884 20	51,884 20
Pittston,	102,087	. . . . .	3,748 91	3,748 91
Reading City,	1,364,190	. . . . .	55,067 20	55,067 20
Ridge Avenue,	6,865,973	. . . . .	178,749 83	178,749 83
Saint Clair Incline,	125,026	. . . . .	4,761 14	4,761 14
Second Avenue,	119,109	. . . . .	6,125 01	6,125 01
Second and Third Streets,	11,343,876	. . . . .	336,463 54	336,463 54
South Side,	435,674	. . . . .	20,273 88	20,273 88
Stroudsburg,	38,138	. . . . .	34,894 55	34,894 55
Suburban, Scranton,	689,652	. . . . .	254,195 00	254,195 00
Thirteenth and Fifteenth Streets,	9,035,819	. . . . .	12,331 00	12,331 00
Wilkes-Barre and Kingston,	346,596	. . . . .	14,261 14	14,261 14
Williamsport,	436,116	. . . . .	6,493 53	6,493 53
Wilkes-Barre and Suburban,	122,512	. . . . .	71 26	71 26
York,	243,191	. . . . .	9,029 18	9,029 18
Total,	190,506,017	\$432,325 19	\$5,631,413 62	\$6,063,738 81

TABLE D.—RECEIPTS.

NAME OF COMPANY.	Passengers.	Rent.	Manure.	Other sources.	Total.
Allentown,	\$13, 074 66	\$900 00	\$30 00	\$850 00	\$14, 854 66
Beaver Valley,	22, 215 58	. . . . .	. . . . .	99 40	22, 314 98
Bradford and Kendall,	4, 366 90	. . . . .	. . . . .	. . . . .	4, 366 90
Carbondale and Jermyyn Electric,	1, 778 92	. . . . .	. . . . .	. . . . .	1, 778 92
Central, Pittsburgh,	52, 053 73	. . . . .	. . . . .	. . . . .	52, 053 73
Chester,	42, 887 41	. . . . .	. . . . .	. . . . .	42, 887 41
Citizens', Philadelphia,	326, 777 01	. . . . .	645 01	120 27	43, 652 69
Citizens', Norristown,	12, 499 69	950 00	2, 299 50	16, 342 50	346, 369 01
City, Altoona,	19, 639 11	428 34	623 09	4, 935 44	18, 486 56
Coalville,	9, 896 21	4 00	148 00	438 59	20, 289 70
Continental, . . . . .	. . . . .	107 50	17 80	786 37	10, 807 88
Citizens' Traction, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	120, 000 00
East Harrisburg,	349, 197 28	2, 298 78	534 50	5, 794 61	357, 825 17
Easton, South Easton and West End,	27, 527 40	42, 515 00	. . . . .	6, 724 77	76, 767 17
Erie City,	13, 878 53	. . . . .	36 00	49, 915 39	63, 829 92
East Reading,	37, 935 67	552 00	135 00	1, 718 10	40, 340 77
East End, Lancaster,	1, 010 94	. . . . .	. . . . .	. . . . .	1, 010 94
Federal Street and Pleasant Valley,	4, 457 59	. . . . .	. . . . .	1, 449 51	5, 907 10
Fort Pitt Incline,	94, 997 00	453 00	. . . . .	925 10	96, 402 10
Frankford and Southwark, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	8, 914 04
Harrisburg City,	634, 105 63	2, 475 00	3, 424 50	6, 851 11	646, 856 24
Hestonville, Mantua and Fairmount,	37, 550 45	192 00	467 75	6, 286 23	44, 496 43
Johnstown,	285, 884 29	458 00	1, 526 01	4, 564 95	292, 433 25
Lancaster City,	39, 600 31	73 92	105 00	662 67	40, 441 90
Lancaster and Millersville,	7, 901 59	35 00	. . . . .	15, 140 33	23, 076 92
Lombard and South Streets,	7, 984 16	. . . . .	. . . . .	1, 001 34	8, 985 50
Manayunk and Roxborough Incline Plane and Railway Co.,	262, 737 67	. . . . .	1, 385 38	1, 818 74	265, 941 79
Monongahela Incline,	17, 291 12	122 00	310 72	22 10	17, 745 94
Mount Oliver Incline,	37, 731 00	200 00	. . . . .	8, 492 95	46, 423 95
Nay-Ang Cross-Town,	50, 085 00	100 00	20 00	. . . . .	50, 205 00
Norristown,	1, 966 85	. . . . .	. . . . .	. . . . .	1, 966 85
.	9, 265 25	36 00	. . . . .	267 87	9, 569 12

Nunnery Hill Incline,	2,398 35								2,398 35
Observatory Hill,	18,544 29								18,544 29
People's Park,	37,716 00								37,716 00
People's, Scranton,	65,946 95					.57	.25		71,740 39
People's, Philadelphia,	1,076,281 73			110 00		5,355 05			1,084,299 31
Perkiomen Avenue,	40,865 69					363 33			44,418 15
Philadelphia City,				142,500 00				260 96	142,760 96
Philadelphia and Darby,									50 00
Philadelphia and Gray's Ferry,	142,323 80			1,190 00		1,159 58			145,879 34
Philadelphia Traction,	2,732,434 24					9,544 52			2,889,889 68
Pittsburgh Traction,	167,746 22					100 00			178,636 97
Pittsburgh, Allegheny and Manchester,	230,850 12			500 00		195 00			232,263 12
Pittsburgh and Birmingham,	159,566 15					716 07			160,282 22
Pittsburgh Union,	65,695 17					120 00			70,610 17
Pittsburgh and West End,	75,460 09			132 00		215 00			75,865 49
Pittston,	5,104 35			151 40					5,419 45
Reading City,	56,389 07			18,859 17		1,661 60			151,367 49
Ridge Avenue,	339,494 66								341,066 53
Saint Clair Incline,	6,805 75			420 00					8,460 97
Second Avenue,	5,356 15								5,389 82
Second and Third Streets,	565,196 60					3,704 50			573,376 10
Seventeenth and Nineteenth Streets,									15,000 00
South Side,									21,883 20
Stroudsburg,	21,783 70					87 50		12 00	2,003 83
Suburban, Scranton,	1,948 83			20 00		35 00			34,482 60
Thirteenth and Fifteenth Streets,	34,482 60								456,554 61
Union,	449,345 93			4,438 84		2,769 84			285,000 00
West Philadelphia,									150,000 00
Wilkes-Barre and Kingston,	31,690 21							793 47	32,483 68
Williamsport,	20,951 16					69 43		86 00	21,106 59
Wilkes-Barre and Suburban,	7,725 84			51 00				15 00	7,791 84
York,	11,128 84					168 50		32,228 99	43,526 33
Total,	\$8,799,589 44			\$220,272 95		\$88,030 43		\$427,525 75	\$10,064,382 61

TABLE E.—ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Chester,	1
City, Altoona,	1	.	.	.	1
Coalville,	1	.	1
Citizens' Traction,	1	.	1	1	2	.	2
Frankford and Southwark,	1	.	.	.	5	1	5
Hestonville, Mantua and Fairmount,	2
Lancaster City,	3	.	.	.	.	.	1
Lombard and South Streets,	1	.	.	1	.	.	.	1
Norristown,	1	1
Observatory Hill,	2
People's, Scranton,	2	.	.
People's, Philadelphia,	1	.	1
Perkiomen Avenue,	1	6	.	.	.	.	1	6
Philadelphia and Gray's Ferry,	1	.	.	.	1	.	2
Pittsburgh Traction,	1	.	.	1	.	1	1
Pittsburgh, Allegheny and Manchester,	1	.	.	.
Pittsburgh and Birmingham,	2	.	.	.	2	.	2
Pittsburgh Union,	2
Pittsburgh and West End,	1	1	1	1	1
Reading City,	1	.	.	.	.	.	1
Ridge Avenue,	1
Second Avenue,	1	.	.	.	.	.	.	1
Wilkes-Barre and Suburban,	1	.
Total,	3	16	.	3	8	19	11	38

COMPARATIVE STATEMENT FOR FIVE YEARS.—CAPITAL STOCK PAID IN.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Allentown,	\$45,260 00	\$45,260 00	\$45,260 00	\$45,260 00	\$45,260 00
Beaver Valley, . . . . .	. . . . .	15,000 00	30,000 00	30,000 00	30,000 00
Bradford and Kendall,	12,000 00	12,000 00	12,000 00	12,000 00	12,000 00
Braddock and Turtle Creek, . . . . .	. . . . .	. . . . .	10,000 00	10,000 00	1,000 00
Carbondale and Jermyn Electric, . . . . .	. . . . .	. . . . .	. . . . .	8,622 50	11,300 00
Central, Pittsburgh,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Chester,	80,000 00	80,000 00	80,000 00	100,000 00	100,000 00
Citizens', Philadelphia,	192,500 00	192,500 00	192,500 00	192,500 00	192,500 00
Citizens', Norristown, . . . . .	. . . . .	. . . . .	. . . . .	46,695 00	49,520 00
Citizens', Pittsburgh,	200,000 00	200,000 00	200,000 00	200,000 00	. . . . .
City, Altoona,	68,000 00	68,000 00	68,000 00	68,000 00	68,000 00
Citizens' Traction, . . . . .	. . . . .	. . . . .	. . . . .	2,500,000 00	2,500,000 00
Coalville,	62,675 00	62,675 00	62,675 00	62,675 00	62,700 00
Continental,	580,000 00	580,000 00	580,000 00	580,000 00	580,000 00
East Harrisburg, . . . . .	. . . . .	. . . . .	9,700 00	56,900 00	100,000 00
Easton and South Easton,	29,562 50	29,562 50	29,562 00	. . . . .	. . . . .
Easton, South Easton and West End, . . . . .	. . . . .	. . . . .	80,000 00	80,000 00	80,000 00
Erie City,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
East Reading, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	15,000 00
East End, Lancaster, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	16,775 00
Federal Street and Pleasant Valley,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Fort Pitt Incline, . . . . .	. . . . .	. . . . .	60,000 00	60,000 00	60,000 00
Forty-third Street and Bloomfield, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	750,000 00
Frankford and Southwark,	750,000 00	750,000 00	750,000 00	750,000 00	750,000 00
Germantown,	572,860 00	572,860 00	572,860 00	572,860 00	572,800 00
Green and Coates Streets,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Harrisburg City,	62,500 00	62,500 00	100,000 00	100,000 00	100,000 00
Hestonville, Mantua and Fairmount,	299,381 36	299,381 36	299,381 36	299,381 36	299,381 36
Hestonville,	84,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Johnstown,	10,000 00	10,000 00	14,000 00	42,150 00	45,800 00
Lancaster City, . . . . .	. . . . .	40,000 00	40,000 00	40,000 00	40,000 00
Lancaster and Millersville, . . . . .	. . . . .	60,000 00	60,000 00	60,000 00	100,000 00
Lehigh Avenue,	294,393 00	299,005 50	299,460 00	299,865 00	299,865 00
Lombard and South Streets, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	1,500 00
Millvale Station, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	140,000 00
Monongahela Incline, . . . . .	. . . . .	. . . . .	140,000 00	140,000 00	140,000 00

COMPARATIVE STATEMENT FOR FIVE YEARS.—CAPITAL STOCK PAID IN—CONTINUED.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Mount Oliver Incline,			\$31,616 00	\$38,000 00	\$38,000 00
Manayunk and Roxborough Incline Plane and Railway Company,				58,475 00	58,475 00
Nay-Aug Cross-Town,					23,975 00
Norristown,					44,322 20
North Philadelphia,		\$15,350 00	15,350 00	35,470 52	300,000 00
Nunnery Hill Incline,			300,000 00	300,000 00	300,000 00
Observatory Hill,					60,000 00
People's, Park,					125,000 00
People's, Seranton,					100,000 00
People's, Philadelphia,	\$150,000 00	150,000 00	150,000 00	150,000 00	162,500 00
Perkiomen Avenue,	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Philadelphia City,	40,000 00	40,000 00	65,000 00	65,000 00	90,000 00
Philadelphia and Darby,	475,000 00	475,000 00	475,000 00	475,000 00	475,000 00
Philadelphia and Gray's Ferry,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Philadelphia Traction,	308,750 00	308,750 00	308,750 00	308,750 00	308,750 00
Pittsburgh Traction,	2,000,000 00	2,500,000 00	2,500,000 00	2,500,000 00	2,537,405 00
Pittsburgh, Allegheny and Manchester,	350,000 00	350,000 00	350,000 00	350,000 00	1,500,000 00
Pittsburgh and Birmingham,	186,000 00	192,000 00	192,000 00	350,000 00	350,000 00
Pittsburgh, Oakland and East Liberty,	150,000 00	150,000 00	150,000 00	200,000 00	200,000 00
Pittsburgh Union,	69,375 00	69,375 00	78,350 00	150,000 00	200,000 00
Pittsburgh and West End,	36,060 14	36,060 14	36,060 00	78,350 00	82,755 00
Pittston,	10,000 00	10,000 00	10,000 00	86,000 00	86,000 00
Ridge City,	40,550 00	40,550 00	45,000 00	10,000 00	10,000 00
Saint Clair Incline,	420,000 00	420,000 00	420,000 00	75,000 00	150,000 00
Schuylkill River,				420,000 00	420,000 00
Seranton,	50,000 00	50,000 00	6,000 00	6,000 00	6,000 00
Second Avenue,	1,000 00	1,000 00	50,000 00	50,000 00	50,000 00
Second and Third Streets,	30,000 00	30,000 00	1,000 00	2,350 00	
Seventeenth and Nineteenth Streets,	771,076 25	771,076 25	30,000 00	30,000 00	30,000 00
South Side,	250,000 00	250,000 00	771,076 25	771,076 25	771,076 25
Stroudsburg,	38,400 00	38,400 00	250,000 00	250,000 00	250,000 00
Sunbury and Northumberland,	25,600 00	25,600 00	38,400 00	38,400 00	38,400 00
Suburban, Seranton,		1,060 00	25,600 00	25,600 00	25,600 00
			1,060 00	1,060 00	1,000 00
				47,500 00	49,910 00

Thirteenth and Fifteenth Streets,	334,529 44	334,529 44	334,529 44	334,529 44	334,529 44
Transverse,	175,000 00	175,000 00	275,000 00	925,000 00	925,000 00
Union,	925,000 00	925,000 00	925,000 00	750,000 00	750,000 00
West Philadelphia,	750,000 00	750,000 00	750,000 00	100,000 00	100,000 00
Wirkles-Barre and Kingston,	100,000 00	100,000 00	100,000 00	13,400 00	13,400 00
Wilkinsburg and East Liberty,	60,000 00	60,000 00	75,000 00	75,000 00	75,000 00
Williamsport,	60,000 00	60,000 00	12,740 80	34,650 00	61,468 00
Wilkes-Barre and Suburban,	60,000 00	60,000 00	12,740 80	34,650 00	50,000 00
York,	60,000 00	60,000 00	12,740 80	34,650 00	50,000 00
Total,	\$12,249,472 65	\$12,847,495 19	\$13,738,031 35	\$17,911,680 07	\$18,527,567 25

COMPARATIVE STATEMENT FOR FIVE YEARS.—AMOUNT OF FUNDED AND FLOATING DEBT.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Allentown,	\$13,000 00	\$11,000 00	\$10,000 00	\$10,000 00	\$10,000 00
Beaver Valley,	12,000 00	13,000 00	11,000 00	15,000 00	17,500 00
Carbondale and Jermyan Electric,				1,000 00	9,500 00
Central, Pittsburgh,	37,854 56	40,124 90	43,968 00	41,129 46	19,974 49
Citizens', Norristown,				3,500 00	4,500 00
Citizens', Pittsburg,	73,000 00	77,000 00	68,000 00	68,000 00	50,000 00
City, Altoona,		800 00			
Coalville,		12,754 87	13,339 03	15,232 08	13,772 85
Continental,	13,491 40	350,000 00	350,000 00	350,000 00	350,000 00
Citizens' Traction,	350,000 00				1,131,000 00
East Harrisburg,					3,000 00
Easton and South Easton,	14,692 82	12,499 05	12,499 05		
Easton, South Easton and West End,			47,331 81	46,331 81	63,174 20
Empire,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Erie City,	33,000 00	35,800 00	52,572 08	51,987 18	52,893 09
East Reading,					4,886 25
Federal Street and Pleasant Valley,		75,000 00	75,000 00	75,000 00	75,000 00
Fort Pitt Incline,	101,000 00		32,400 00	32,400 00	31,150 00
Frankford and Southwark,			100,000 00	100,000 00	100,000 00
Germanatown,	102,000 00	102,000 00	227,500 00	227,500 00	227,500 00
Green and Coates Street,	227,500 00	227,500 00	100,000 00	100,000 00	100,000 00
Harrisburg City,	121,916 68	30,000 00	1,538 40	9,500 00	8,500 00
Hestonville, Mantua and Fairmount,	514,964 47	525,704 00	524,479 00	524,279 00	519,629 00
Lancaster City,	1,400 00	2,200 00		5,000 00	15,000 00
Lancaster and Millersville,		500 00	500 00		
Lehigh Avenue,					
Lombard and South Streets,			187,410 00	70,000 00	80,000 00
Manayunk and Roxborough Inclined Plane and Railway Co.,	185,386 00	184,403 22		174,410 00	210,679 54
Monongahela Incline,				2,000 00	2,000 00
Mount Oliver Incline,			100,000 00	100,000 00	100,000 00
Nunnery Hill Incline,			45,000 00	58,962 60	52,500 00
Nay-Aug Cross-Town,					34,500 00
Norristown,					6,300 00
Observatory Hill,			1,200 00	9,731 92	2,200 00
People's, Park,					141,011 58
People's, Scranton,	23,243 66			137,468 68	159,011 65
		20,950 57	27,444 85	33,000 00	200,000 00

People's, Philadelphia,	2,362,517 19	1,580,351 23	835,031 09	832,455 99	785,213 80
Perkiomen Avenue,	2,500 00	300,000 00	300,000 00	300,000 00	300,000 00
Philadelphia City,	300,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Philadelphia and Darby,	100,000 00	28,500 00	28,500 00		
Philadelphia and Gray's Ferry,	28,500 00				
Philadelphia Traction,				1,300,000 00	1,274,000 00
Pittsburgh Traction,				47,183 47	915,000 00
Pittsburgh, Allegheny and Manchester,	210,000 00	215,000 00	205,000 00	200,000 00	200,000 00
Pittsburgh and Birmingham,	84,000 00	84,000 00	78,000 00	78,000 00	75,000 00
Pittsburgh, Oakland and East Liberty,	113,540 46	88,614 84	67,594 87	15,000 00	
Pittsburgh Union,	117,833 34	119,833 34	109,500 00	104,500 00	102,500 00
Pittsburgh and West End,	16,700 00	25,500 00	26,877 70	66,200 00	66,394 32
Reading City,	14,000 00	14,000 00	37,825 00	59,219 76	37,000 00
Saint Clair Incline,					67,000 00
Second Avenue,	34,204 80	45,133 20	45,133 20	44,558 20	45,293 39
Seventeenth and Nineteenth Streets,	134,500 00	100,000 00	100,000 00	100,000 00	100,000 00
South Side,	37,920 35	42,568 00	19,195 83	19,303 80	19,000 00
Suburban, Scranton,				20,000 00	38,732 78
Thirteenth and Fifteenth Streets,	163,345 00	167,600 00	177,200 00	170,000 00	170,000 00
Union,	730,000 00	750,000 00	750,000 00	750,000 00	750,000 00
West End,			33,155 49		
West Philadelphia,	246,000 00	246,000 00	996,000 00	996,000 00	996,000 00
Wilkinsburg and East Liberty,				3,250 00	3,250 00
Williamsport,	7,454 19	7,352 29	5,857 40	4,027 50	30,700 53
Wilkes-Barre and Suburban,					29,271 71
York,			11,825 00	6,000 00	7,000 00
Total,	\$6,950,400 55	\$6,110,689 51	\$6,332,995 47	\$7,677,131 45	\$10,126,539 18

COMPARATIVE STATEMENT FOR FIVE YEARS.—COST OF ROAD AND EQUIPMENT.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Allentown,	\$38,320 63	\$38,560 63	\$38,750 63	\$39,686 84	\$39,686 84
Beaver Valley,		30,554 22	42,085 00	47,268 16	51,269 63
Bradford and Kendall,	17,564 41	17,564 41	18,149 41	19,409 41	18,409 41
Central, Pittsburgh,	137,586 76	138,248 71	141,086 76	141,893 76	141,896 76
Chester,	89,585 87	90,807 30		118,534 48	119,006 76
Citizens', Philadelphia,	319,134 57	319,134 57	319,134 57	319,134 57	312,134 57
Citizens', Norristown,				42,989 78	44,156 54
Citizens', Pittsburgh,				262,119 89	
City, Altoona,	229,270 27	226,378 11	251,329 54	262,119 89	
Coalville,	68,000 00	68,000 00	68,000 00	68,000 00	68,000 00
Continental,	46,917 01	46,917 01	46,917 01	51,798 13	51,826 11
East Harrisburg,	380,355 99				
Easton and South Easton,	25,362 50	25,962 50	25,962 50	46,719 84	82,470 02
Easton, South Easton and West End,					
Erie City,	89,009 59	94,792 14	130,435 13	131,167 17	133,847 34
East Reading,				113,005 58	116,540 82
East End, Lancaster,					15,281 41
Federal Street and Pleasant Valley,					16,409 00
Fort Pitt Incline,	140,000 00	140,000 00	140,000 00	140,000 00	140,000 00
Frankford and Southwark,			95,593 19	96,257 27	96,398 05
Harrisburg City,	982,175 45	987,105 45	984,105 45	1,005,585 45	1,025,987 40
Hestonville, Mantua and Fairmount,	63,563 38	98,867 76	116,189 99	136,898 88	145,014 30
Johnstown,	537,994 56	546,384 56	547,734 56	551,614 56	548,194 56
Lancaster City,	84,192 25	17,944 01	1,796 76	4,558 71	845 60
Lancaster and Millersville,	9,391 49	10,452 29	10,452 29	33,530 84	45,617 10
Lehigh Avenue,		40,500 00	40,500 00	44,449 77	44,449 77
Lombard and South Streets,				54,900 00	98,000 00
Manayunk and Roxborough Incline Plane and Railway Company,	658,566 64	671,661 65	676,281 85	677,417 25	678,819 94
Monongahela Incline,				59,053 06	59,053 06
Mount Oliver Incline,			250,000 00	250,000 00	250,000 00
Nay-Aug Cross-Town,			103,031 85	119,387 52	119,387 52
Norristown,		13,981 58		42,579 69	28,556 99
Nunnery Hill Incline,			14,003 24		39,946 25
Observatory Hill,					90,430 22
People's, Park,					275,372 09
People's, Scranton,	173,460 84	171,298 82	155,918 82	163,935 01	163,935 01
				161,879 82	372,378 22

People's, Philadelphia,	289,547 35	351,431 75	351,431 75	354,686 61	354,686 61
Perkionen Avenue,	92,295 28	94,413 75	94,413 75	118,139 88	134,940 45
Philadelphia City,	875,842 88	875,842 88	875,842 88	875,842 88	875,842 88
Philadelphia and Gray's Ferry,	276,776 53	276,776 53	276,776 53	243,429 50	243,713 00
Pittsburgh Traction,				416,048 32	1,261,859 45
Pittsburgh, Allegheny and Manchester,	286,256 46	288,069 17	290,171 92	297,994 12	303,719 12
Pittsburgh and Birmingham,	166,000 00	167,730 00	169,352 00	172,972 00	178,275 28
Pittsburgh, Oakland and East Liberty,	190,106 83	190,107 83	190,107 83	190,107 93	
Pittsburgh Union,	147,684 65	147,553 32	143,128 32	138,360 77	138,760 77
Pittsburgh and West End,	50,139 31	58,584 22	62,388 80	145,906 15	155,214 66
Pittston,	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Reading City,	67,043 17	50,600 00	96,739 87	131,110 89	192,648 91
Ridge Avenue,	569,413 24	572,172 84	574,809 34	576,516 90	582,659 50
Saint Clair Incline,					67,000 00
Schuylkill River,	47,463 54	47,463 54	47,463 54	47,463 54	47,463 54
Second Avenue,	65,750 00	74,982 81	76,388 50	76,388 50	
Second and Third Streets,	931,178 77	934,380 13	945,779 70	945,835 19	950,839 67
Seventeenth and Nineteenth Streets,					
South Side,	229,546 60	81,851 13	81,851 13	81,851 13	81,851 13
Stroudsburg,	81,851 13	24,627 84	24,627 84	24,627 84	24,593 87
Suburban, Scranton,	24,627 84			70,000 00	85,087 67
Thirteenth and Fifteenth Streets,				321,566 86	
Transverse,	321,566 86	321,566 86	321,566 86	321,566 86	
Union,	366,806 64	361,000 62	371,000 62		
West End,	2,491,250 68				
West Philadelphia,					
Wilkes-Barre and Kingston,	1,141,871 55	1,167,495 10	1,938,066 54	1,876,250 67	
Wilkinsburg and East Liberty,	94,833 37	94,833 37	94,833 37	94,833 37	94,833 37
Williamsport,				15,777 84	15,777 84
Wilkes-Barre and Suburban,	88,863 66	90,663 73	105,585 57	106,969 87	141,198 01
York,					88,439 65
				38,609 53	52,373 25
Total,	\$11,997,469 55	\$9,577,213 73	\$11,553,154 06	\$12,326,068 63	\$11,515,099 92

COMPARATIVE STATEMENT FOR FIVE YEARS—NUMBER OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Allentown,	173,640	167,009	177,946	185,920	205,645
Beaver Valley,		136,771	309,426	368,091	336,908
Bradford and Kendall,	187,648	122,387	114,113	96,623	87,338
Carbondale and Jermyn Electric,					35,578
Central, Pittsburg,	933,552	730,931	851,651	1,040,465	1,062,235
Chester,	702,123	684,591	779,706	948,531	947,908
Citizen's, Philadelphia,	6,069,498	5,744,264	6,016,192	6,996,759	7,286,286
Citizen's, Norristown,				103,312	255,161
Citizen's, Pittsburgh,	4,602,433	4,508,501	5,490,372	6,041,331	
Citizens' Traction,				2,497,991	6,952,131
City, Altoona,		348,274	369,262	421,083	405,897
Coalville,	419,540	90,453	86,999	124,117	137,948
East Harrisburg,	99,941			101,176	544,569
Easton and South Easton,	158,686	143,767	53,726		
Easton, South Easton and West End,			173,804	277,985	277,608
Empire,			4,622,675	5,260,761	
Erie City,	4,391,970	4,140,916	620,000	748,672	768,149
East Reading,	513,591	586,297			20,313
East End, Lancaster,					111,202
Federal Street and Pleasant Valley,	1,647,658	1,648,823	1,650,109	1,892,645	2,112,161
Fort Pitt Incline,				311,296	316,498
Frankford and Southwark,	9,813,910	10,190,201	11,014,359	13,334,476	13,654,292
Harrisburg City,	409,331	431,339	595,385	694,957	743,104
Hestonville, Mantua and Fairmount,	4,776,091	5,192,625	5,751,314	6,665,088	5,804,686
Johnstown,	469,017	583,138	725,430	814,846	805,694
Lancaster City,	35,964	47,220	52,003	96,263	158,031
Lancaster and Millersville,		60,553	44,077	43,571	45,724
Lombard and South Streets,			4,747,045	5,908,338	6,849,110
Monongahela Incline,	3,640,730	3,781,060	837,598	988,249	1,064,675
Mount Oliver Incline,			865,648	1,224,214	1,206,532
Nay-Aug Cross-Town,					39,361
Norristown,		40,456	50,174	74,887	190,227
Nunnery Hill Incline,					54,443
Observatory Hill,					311,436
People's Park,					838,130
People's, Seranton,	708,183	663,624	714,545	701,607	1,313,612
People's, Philadelphia,	20,797,786	22,039,728	24,770,580	29,645,286	31,661,527

Perkiomen Avenue,	374,707	396,484	519,637	870,814	1,033,118
Philadelphia and Gray's Ferry,	2,968,813	2,864,584	3,012,699	3,089,871	3,032,592
Philadelphia Traction,	30,895,139	42,039,344	44,800,726	51,274,944	55,484,746
Pittsburgh Traction,				2,045,756	2,800,889
Pittsburgh, Allegheny and Manchester,	3,370,500	3,216,613	3,493,033	4,004,550	4,339,994
Pittsburgh and Birmingham,	2,236,200	2,122,984	2,422,210	3,002,955	3,191,323
Pittsburgh, Oakland and East Liberty,	1,602,036	1,643,028	1,690,447		
Pittsburgh Union,	1,463,546	1,481,910	1,252,076		
Pittsburgh and West End,	853,941	840,641	915,421	1,261,561	1,299,092
Pittston,	87,110	79,930	88,277	1,094,559	1,452,181
Reading City,	421,961	408,463	737,867	96,923	102,087
Ridge Avenue,	6,283,481	6,301,533	6,683,905	1,132,633	1,364,190
Saint Clair Incline,				6,719,233	6,865,973
Second Avenue,	527,292	441,094	335,980		125,026
Second and Third Streets,	9,424,798	9,106,855	9,917,556	272,035	119,109
South Side,	545,703	532,830	415,101	11,335,575	11,343,876
Stroudsburg,				427,068	435,674
Suburban, Scranton,				35,083	38,138
Thirteenth and Fifteenth Streets,	5,981,089	5,770,571	6,868,647	470,763	689,652
Transverse,	2,122,364	2,048,641	1,204,892	8,154,608	9,035,819
Union,	11,743,313				
West End,			53,731		
Wilkes-Barre and Kingston,	326,888	291,004	317,280	328,350	346,596
Williamsport,	452,355	417,499	423,674	417,074	436,116
Wilkes-Barre and Suburban,					122,512
York,			27,966	160,197	243,191
Total,	142,242,194	142,085,936	156,975,420	184,835,994	190,506,017

COMPARATIVE STATEMENT FOR FIVE YEARS.—EXPENSES.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Allentown,	\$12,624 86	\$11,655 01	\$10,551 89	\$13,195 05	\$11,863 44
Beaver Valley,		5,689 69	13,773 57	16,648 97	18,847 30
Bradford and Kendall,	6,659 39	5,459 16	3,394 85	4,207 52	
Carbondale and Jermyn Electric,					3,037 50
Central, Pittsburgh,	43,986 97	42,775 26	40,506 18	43,020 77	48,460 32
Chester,	23,161 56	22,223 04	26,399 62	31,090 81	31,909 70
Citizens', Philadelphia,	210,505 40	223,039 27	239,901 48	258,832 35	189,602 27
Citizens', Norristown,				5,866 59	14,950 04
Citizens', Pittsburgh,				210,846 94	
City, Altoona,	171,900 00	161,803 94	185,242 81	16,115 53	15,206 42
Citizens' Traction,	16,295 77	14,386 38	14,282 20	91,561 39	268,707 90
Coalville,				6,214 34	7,894 23
Continental,	7,180 00	5,557 11	7,263 61		
East Harrisburg,	120,000 84			7,004 14	21,735 97
Easton and South Easton,					
Easton, South Easton and West End,	10,719 65	9,091 63	2,285 33		
Erie City,			5,732 31	12,766 57	11,824 33
East End, Lancaster,	23,348 22	20,681 90	22,101 47	28,483 65	30,313 48
Federal Street and Pleasant Valley,					4,359 64
Fort Pitt Incline,					71,813 69
Frankford and Southwark,	60,340 18	46,112 65	51,010 97	58,387 62	
Harrisburg City,	343,539 28	374,447 57	6,688 71	4,137 50	
Hestonville, Mantua and Fairmount,	15,166 37	20,555 78	408,562 10	367,291 27	407,080 15
Johnstown,	211,252 52	234,500 90	37,412 09	39,863 96	32,999 01
Lancaster City,	21,356 66	22,624 06	259,891 31	282,506 69	241,948 06
Lancaster and Millersville,	1,502 39	2,394 64	26,565 33	28,761 87	32,529 56
Lombard and South Streets,		2,150 00	2,595 14	6,035 91	8,801 10
Manayunk and Roxborough Incline Plane and Railway Co.,	127,944 13	6,150 00	5,409 49	5,440 50	3,393 22
Monongahela Incline,		128,827 32	138,663 85	154,275 40	164,339 19
Mount Oliver Incline,				17,559 45	16,843 04
Nay-Aug Cross-Town,			19,959 12	15,696 45	19,367 13
Norristown,			35,076 27		8,727 33
Nunnery Hill Incline,		2,233 73	3,189 94		2,041 23
Observatory Hill,				4,116 83	10,674 88
People's Park,					1,272 93
People's, Scranton,					14,853 42
People's, Philadelphia,	45,832 98	37,215 05	46,936 35	41,525 53	44,583 97
	493,134 83	553,290 79	589,683 53	64,034 50	57,527 16
				666,532 33	671,016 96

Perkiomen Avenue,	15,691 02	16,105 00	19,332 54	32,404 68	34,919 07
Philadelphia City,	8,613 83	4,190 86	2,426 22		
Philadelphia and Darby,			50 00		
Philadelphia and Gray's Ferry,	91,407 43	92,565 28	96,037 64	98,288 05	102,956 40
Philadelphia Traction,	1,043,243 67	1,487,215 32	1,729,215 92	1,701,339 83	1,939,559 92
Pittsburgh Traction,				72,831 72	98,364 89
Pittsburgh, Allegheny and Manchester,	145,529 91	145,529 91	125,180 88	152,166 54	163,230 74
Pittsburgh and Birmingham,	98,289 45	84,573 97	78,591 97	91,192 44	107,331 95
Pittsburgh, Oakland and East Liberty,	83,984 38	82,260 77	80,007 90		
Pittsburgh Union,	69,534 43	63,208 65	53,913 44	53,532 32	60,915 22
Pittsburgh and West End,	35,946 38	34,637 91	36,408 89	44,394 47	56,313 30
Pittston,	4,112 48	3,505 99	3,720 69	4,056 27	4,425 12
Reading City,	24,683 51	17,745 71	39,702 56	43,340 43	58,633 97
Ridge Avenue,	204,401 79	193,917 06	214,335 49	177,815 10	205,947 00
Saint Clair Incline,					7,080 75
Second Avenue,	21,223 62	16,878 25	14,285 93	12,255 68	6,125 01
Second and Third Streets,	328,618 59	333,551 71	346,244 01	352,102 66	357,329 37
South Side,	32,803 22	28,968 73	22,272 64	22,513 21	27,603 65
Suburban, Scranton,					34,894 55
Thirteenth and Fifteenth Streets,	208,798 49	210,736 01	228,769 10	252,738 16	268,331 00
Transverse,	101,387 25	100,021 05	67,790 46		
Union,	522,669 95				
West End,					
Wilkes-Barre and Kingston,	17,231 48	14,194 04	1,989 86		
Williamsport,	12,663 11	14,853 82	14,414 17	14,864 16	15,083 00
Wilkes-Barre and Suburban,			14,352 00	13,169 43	14,784 29
York,					6,564 79
			1,202 52	5,580 43	9,820 23
Total,	\$5,036,705 06	\$4,895,477 15	\$5,389,244 35	\$5,646,606 01	\$6,063,738 81

COMPARATIVE STATEMENT FOR FIVE YEARS—RECEIPTS.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Allentown,	\$14,314 74	\$14,932 19	\$16,083 93	\$16,040 81	\$14,854 66
Beaver Valley,		7,348 50	15,936 49	19,225 73	22,314 98
Bradford and Kendall,	9,457 30	6,119 53	5,705 63	4,831 15	4,306 90
Carbondale and Jermy'n Electric,					1,778 92
Central, Pittsburgh,	46,683 60	40,504 92	41,639 05	50,987 23	52,053 73
Chester,	31,871 99	31,871 99	35,995 75	43,746 72	43,652 69
Citizen's, Philadelphia,	420,845 09	398,314 20	418,586 09	427,298 39	346,369 01
Citizen's, Norristown,				5,308 79	18,486 56
Citizen's, Pittsburgh,	212,943 56	208,220 47	261,555 63	304,151 90	
City, Altoona,	20,115 08	16,934 75	19,034 60	21,551 28	20,289 70
Citizens' Traction,				125,950 21	357,825 17
Coalville,	9,022 61	7,453 32	8,089 82	9,671 61	10,807 88
Continental,	120,000 00	120,000 00	120,000 00	120,000 00	120,000 00
East Harrisburg,				71,784 88	76,767 17
Easton and South Easton,					
Easton, South Easton and West End,	12,764 85	13,599 48	3,279 26		
Empire,			9,506 73	15,583 42	63,829 92
Erie City,	246,646 07	231,707 51	260,227 73	267,392 25	
East Reading,	26,124 85	29,087 31	33,927 34	39,396 01	
East End, Lancaster,					40,340 77
Federal Street and Pleasant Valley,					1,010 94
Fort Pitt Incline,	88,529 21	125,652 43	74,988 45	87,469 89	5,907 10
Frankford and Southwark,			8,658 25	8,994 35	96,402 10
Harrisburg City,	554,781 90	575,092 49	620,509 02	639,970 94	8,914 04
Hestonville, Mantua and Fairmount,	24,120 24	55,436 00	72,094 02	52,156 25	646,856 24
Johnstown,	260,490 09	349,924 90	314,799 67	319,979 34	44,496 43
Lancaster,	23,775 54	30,628 62	37,574 32	42,174 85	292,433 25
Lancaster and Millersville,	1,770 33	3,816 03	6,752 65	45,613 11	40,441 90
Lehigh Avenue,		9,105 62	7,955 23	7,202 71	23,076 92
Lombard and South Streets,				214 58	8,985 50
Manayunk and Roxborough Incline Plane and Railway Co.,	178,379 11	182,220 05	218,727 21	250,345 63	265,941 79
Monongahela Incline,				18,190 89	17,745 94
Mount Oliver Incline,			33,915 30	40,699 03	46,423 95
Nay-Aug Cross-Town,			32,980 00	51,052 00	50,205 00
Norristown,					1,966 85
Nunnery Hill Incline,		2,168 43	2,675 40	3,936 50	9,569 12
Observatory Hill,					2,398 35
					18,544 29

People's, Park,	..	49,646 69	..	46,790 07	..	48,211 68	31,573 00	37,716 00
People's, Scranton,	..	856,263 25	..	878,566 21	..	1,008,053 40	58,855 00	71,740 39
People's, Philadelphia,	..	18,646 32	..	19,410 24	..	24,190 15	1,046,388 72	1,084,299 31
Perkymen Avenue,	..	144,269 97	..	133,177 01	..	132,681 06	38,784 84	44,418 15
Philadelphia City,	..	..	..	..	..	50 00	132,913 49	142,760 96
Philadelphia and Darby,	..	147,216 71	..	141,527 08	..	147,836 32	50 00	50 00
Philadelphia and Gray's Ferry,	..	1,793,535 19	..	2,451,337 51	..	2,627,280 09	147,991 59	145,879 34
Philadelphia Traction,	..	..	..	..	..	..	2,788,188 39	2,889,889 68
Pittsburgh Traction,	..	183,773 07	..	193,287 21	..	192,123 86	125,832 29	178,636 97
Pittsburgh, Allegheny and Manchester,	..	111,810 00	..	106,149 20	..	120,039 39	215,700 77	232,263 12
Pittsburgh and Birmingham,	..	98,198 11	..	99,155 71	..	102,842 43	150,147 75	160,282 22
Pittsburgh, Oakland and East Liberty,	..	77,930 25	..	76,406 51	..	74,247 22	..	..
Pittsburgh Union,	..	44,968 13	..	48,876 33	..	51,511 36	65,588 22	70,610 17
Pittsburgh and West End,	..	4,982 47	..	4,305 63	..	4,729 40	60,271 02	75,865 49
Pittston,	..	26,048 31	..	24,822 67	..	66,340 13	5,160 73	5,419 45
Reading City,	..	336,341 66	..	329,138 36	..	350,176 15	98,850 00	151,367 49
Ridge Avenue,	..	..	..	..	..	..	334,164 01	341,066 53
Saint Clair Incline,	..	..	..	..	..	..	..	8,460 97
Second Avenue,	..	25,681 58	..	21,392 60	..	15,633 75	13,779 79	5,389 82
Second and Third Streets,	..	538,523 41	..	525,513 14	..	573,184 54	572,741 92	573,376 10
Seventeenth and Nineteenth Streets,	..	15,000 00	..	15,000 00	..	15,000 00	15,000 00	15,000 00
South Side,	..	27,654 71	..	26,772 58	..	21,046 85	21,965 91	21,883 20
Stroudsburg,	..	1,800 00	..	..	..	..	..	2,003 83
Suburban, Scranton,	..	317,791 44	..	328,222 03	..	382,111 14	23,538 15	34,482 60
Thirteenth and Fifteenth Streets,	..	105,945 44	..	100,976 11	..	62,685 78	445,046 60	456,554 61
Transverse,	..	909,583 23	..	270,000 00	..	270,000 00	..	..
Union,	..	..	..	..	..	..	285,000 00	285,000 00
West End,	..	150,000 00	..	150,000 00	..	150,000 00	150,000 00	150,000 00
West Philadelphia,	..	28,969 32	..	24,271 55	..	28,057 70	29,883 43	32,483 68
Wilkes-Barre and Kingston,	..	..	..	..	..	..	500 00	..
Wilkesburg and East Liberty,	..	19,448 01	..	19,437 19	..	20,093 17	20,253 88	21,106 59
Williamsport,	..	..	..	..	..	..	..	7,791 84
Wilkes-Barre and Suburban,	..	..	..	..	..	1,327 16	37,095 70	43,526 33
York,	..	..	..	..	..	..	..	..
Total,	..	\$8,320,069 07	..	\$8,494,673 55	..	\$9,175,094 78	\$10,025,905 65	\$10,064,382 61

COMPARATIVE STATEMENT FOR FIVE YEARS.—ACCIDENTS.

NAME OF COMPANY.	1884.		1885.		1886.		1887.		1888.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allentown, . . . . .	.	.	1	.	.	.	.	.	.	.
Beaver Valley, . . . . .	.	.	.	1	.	.	.	.	.	.
Central, Pittsburgh, . . . . .	.	.	.	1	1	.	.	.	.	.
Chester, . . . . .	.	.	.	.	.	1	.	1	.	.
Citizen's, Philadelphia, . . . . .	.	1	1	.	2	3	.	3	.	1
Citizen's, Pittsburgh, . . . . .	.	.	.	.	.	.	2	.	.	.
City, Altoona,	3	1	.	.	.	.	.	3	.	.
Citizens' Traction, . . . . .	.	.	.	2	.	.	1	.	1	.
Coalville,	1	.	.	.	.	.	1	.	1	7
Empire,	1	2	.	.	.	.	.	.	.	2
Erie City, . . . . .	.	.	.	.	.	.	.	.	.	.
Federal Street and Pleasant Valley, . . . . .	.	.	1	.	1	.	.	2	.	.
Fort Pitt Incline, . . . . .	.	.	.	.	.	.	.	.	.	.
Frankford and Southwark,	3	.	.	4	2	1	.	.	.	.
Harrisburg City, . . . . .	.	1	1	1	1	1	7	.	1	.
Hestonville, Mantua and Fairmount,	1	1	.	1	4	.	.	.	.	5
Lancaster City, . . . . .	.	.	.	.	1	.	.	1	.	1
Lombard and South Streets, . . . . .	.	.	1	.	.	.	3	10	1	.
Norristown, . . . . .	.	.	.	.	.	.	.	.	.	2
Observatory Hill, . . . . .	.	.	.	.	.	.	.	.	2	.
People's, Scranton, . . . . .	.	1	.	.	.	.	.	1	.	1
People's, Philadelphia,	2	41	3	60	3	9	1	20	1	6
Perkionmen Avenue, . . . . .	.	.	.	.	.	.	.	.	.	2
Philadelphia and Gray's Ferry, . . . . .	.	.	.	.	.	.	.	.	1	1
Pittsburgh Traction, . . . . .	.	.	.	.	.	.	.	.	1	1
Pittsburgh, Allegheny and Manchester, . . . . .	.	3	.	.	.	.	.	.	.	2
Pittsburgh and Birmingham,	1	5	1	4	1	3	3	2	.	2
Pittsburgh Union,	1	1	1	2	.	1	.	5	1	1
Pittsburgh and West End, . . . . .	.	.	.	.	.	.	1	.	.	1

[illegible]



TABULATED RESULTS.

COMPILED FROM CANAL REPORTS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Total amount now paid in of capital stock.	Total amount of funded debt.	Total amount of floating debt.	Total amount of funded and floating debt.	Rate of interest.
Delaware and Hudson,	Unlimited.	\$24,500,000 00	\$15,378,000 00	. . . . .	\$15,378,000 00	7
Delaware Division,	\$2,400,000 00	1,633,350 00	800,000 00	. . . . .	800,000 00	6
Lehigh Coal and Navigation,	Unlimited.	12,821,850 00	14,491,750 00	. . . . .	14,491,750 00	. . . . .
Monongahela Navigation,	Unlimited.	1,537,800 00	310,000 00	. . . . .	338,919 02	5
Pennsylvania,	5,000,000 00	4,501,200 00	2,744,000 00	. . . . .	2,744,000 00	6
Schuylkill Navigation,	Unlimited.	3,962,262 00	8,495,190 86	1,622,009 26	10,117,200 12	6
Susquehanna,	Unlimited.	2,002,746 00	2,901,310 58	635,434 44	3,536,745 02	6
Total,	\$7,400,000 00	\$50,959,208 00	\$45,120,251 44	\$2,286,362 72	\$47,406,614 16	. . . . .

TABLE B.—CHARACTERISTICS OF CANAL.

NAME OF COMPANY.	Cost of canal and fixtures.	Length of main line of the canal.	Number of branch or leased canals.	Width at top water line.	Width on bottom.	Depth of water.	Number of basins.	Number of locks.	Number of weigh locks.	Number of bridges.	Number of dams.	Number of miles of slack water.	Number of boats owned by the company.	Value of real estate held by the company, exclusive of canal.
Delaware and Hudson, . .	\$6,339,210 49	108	. . . .	Feet. 48	Feet. 32	Feet. 6	13	132	2	136	40	3	643	. . . . \$5,000 00
Delaware Division,	2,433,350 00	60	. . . .	44	26	6	4	33	. . . .	88	. . . .	. . . .	. . . .	. . . .
Lehigh Coal and Navigation,	2,191,000 00	48	1	60 to 100	45	6	5	57	1	10	9	48	320	200,000 00
Monongahela Navigation,	1,901,887 98	86	. . . .	. . . .	. . . .	. . . .	7	11	. . . .	. . . .	7	86	. . . .	. . . .
Pennsylvania, . . . .	. . . .	323	2	45 to 60	30 to 40	4 to 6	. . . .	135	8	467	19	11	315	. . . .
Schuylkill Navigation,	12,461,600 36	108	1	60 to 300	40	6 ¹ / ₂	. . . .	71	. . . .	121	31	48	41	. . . .
Susquehanna,	4,931,345 53	45	. . . .	50	30	5 ³ / ₄	2	42	. . . .	18	4	2	2	. . . .
Total,	\$30,258,394 36	778	4	. . . . .	. . . . .	. . . .	37	481	6	840	110	198	1,321	\$205,000 00

TABLE C.—TONNAGE, EXPENSES AND RECEIPTS.

NAME OF COMPANY,	Gross amount of tonnage, including branches and leased canals.	EXPENSES.			RECEIPTS.
		Maintaining the canal or real es- tate of the cor- poration.	Operating the canal.	Total.	
Delaware and Hudson,	1,338,964	\$154,667 05	\$85,211 24	\$239,878 29	\$57,868 51
Delaware Division,*					
Lehigh Coal and Navigation,	564,489	62,975 06	83,332 89	146,307 95	2,360,738 78
Monongahela Navigation,	4,340,594			90,784 65	272,888 22
Pennsylvania,	712,089	190,642 59	215,530 16	406,172 75	325,928 28
Schuylkill Navigation,	295,178	24,595 67	24,491 87	49,087 54	172,632 73
Susquehanna,	323,412	31,322 25	10,181 11	41,503 36	45,410 07
Total,	7,574,726	\$464,202 62	\$418,747 27	\$973,734 54	\$3,255,466 59

* Leased to Lehigh Coal and Navigation Company.

† These figures represent so much of this company's tonnage as is reported by weight. The balance is reported in bushels.

COMPARATIVE STATEMENT FOR FIVE YEARS.—AMOUNT OF CAPITAL STOCK PAID IN.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Delaware and Hudson,	\$23,500,000 00	\$23,500,000 00	\$24,500,000 00	\$24,500,000 00	\$24,500,000 00
Delaware Division,	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00
Lehigh Coal and Navigation,	12,330,450 00	12,488,500 00	12,676,700 00	12,799,250 00	12,821,850 00
Monongahela Navigation,	1,063,750 00	1,194,650 00	. . . . .	1,422,900 00	1,537,800 00
Pennsylvania,	4,501,200 00	4,501,200 00	4,501,200 00	4,501,200 00	4,501,200 00
Schuylkill Navigation,	3,975,912 00	3,975,462 00	3,972,962 00	3,962,262 00	3,962,262 00
Susquehanna,	2,002,746 00	2,002,746 00	2,002,746 00	2,002,746 00	2,002,746 00
Union,	2,907,850 00	. . . . .	. . . . .	. . . . .	. . . . .
Total,	\$51,915,258 00	\$49,295,908 00	\$49,286,958 00	\$50,821,708 00	\$50,959,208 00

COMPARATIVE STATEMENT FOR FIVE YEARS—AMOUNT OF FUNDED AND FLOATING DEBT.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Delaware and Hudson,	\$15,378,000 00	\$15,378,000 00	\$15,378,000 00	\$15,378,000 00	\$15,378,000 00
Delaware Division,	800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Lehigh Coal and Navigation,	17,305,742 27	17,051,250 00	17,285,750 00	13,991,750 00	14,491,750 00
Monongahela Navigation,	390,000 00	439,000 00	361,081 46	351,187 84	338,919 02
Pennsylvania,	2,842,000 00	2,842,000 00	2,842,000 00	2,775,000 00	2,744,000 00
Schuylkill Navigation,	8,968,572 01	9,113,082 23	9,535,103 14	9,783,446 37	10,117,200 12
Susquehanna,	3,379,019 99	3,536,212 73	3,693,442 69	3,862,976 23	3,536,745 02
Union,	3,155,000 00	. . . . .	. . . . .	. . . . .	. . . . .
Total,	\$52,218,334 27	\$49,159,544 96	\$49,895,377 29	\$46,942,360 44	\$47,406,614 16

COMPARATIVE STATEMENT FOR FIVE YEARS.—COST OF CANAL AND FIXTURES.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Delaware and Hudson,	\$6,339,210 49	\$6,339,210 49	\$6,339,210 49	\$6,339,210 49	\$6,339,210 49
Delaware Division,	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00
Lehigh Coal and Navigation,	3,000,000 00	2,191,000 00	2,191,000 00	2,191,000 00	2,191,000 00
Monongahela Navigation,	1,573,277 56	1,723,033 71	1,807,145 31	1,815,384 22	1,901,887 98
Schuylkill Navigation,	12,492,900 36	12,492,450 36	12,472,309 36	12,461,600 36	12,461,600 36
Susquehanna,	4,931,345 53	4,931,345 53	. . . . .	4,931,345 53	4,931,345 53
Union,	5,907,850 00	. . . . .	. . . . .	. . . . .	. . . . .
Total,	\$36,667,933 94	\$30,110,390 09	\$25,243,006 16	\$30,171,890 60	\$30,258,394 36

COMPARATIVE STATEMENT FOR FIVE YEARS.—GROSS AMOUNT OF TONNAGE.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Delaware and Hudson,	1,324,894	1,135,537	1,064,625	1,308,357	1,338,964
Delaware Division,*					564,489
Lehigh Coal and Navigation,	762,588	689,554	627,653	586,060	†4,340,594
Monongahela Navigation,		3,259,391	4,374,946	5,869,644	712,089
Pennsylvania,		624,021	670,641	687,461	295,178
Schuylkill Navigation,	649,517	683,562	705,908	276,985	323,412
Susquehanna,	652,902	341,376	362,925	309,434	
Union,	320,487				
	16,165				
Total,	3,726,553	6,733,441	7,806,698	9,037,941	7,574,726

* Included in report of Lehigh Coal and Navigation Company, lessee.

† See foot note to Table C.

COMPARATIVE STATEMENT FOR FIVE YEARS.--EXPENSES MAINTAINING AND OPERATING THE CANAL.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Delaware and Hudson,	\$171,511 79	\$169,615 77	\$215,812 01	\$218,564 60	\$239,878 29
Delaware Division,* . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Lehigh Coal and Navigation,	189,107 84	193,594 88	1,899,308 77	151,271 98	146,307 95
Monongahela Navigation,	100,339 19	90,011 61	244,993 64	196,456 22	90,784 65
Pennsylvania,	192,372 70	145,441 20	201,845 16	366,871 23	406,172 75
Schuylkill Navigation,	179,096 12	135,069 94	152,717 00	68,383 43	49,087 54
Susquehanna,	48,737 74	44,182 47	52,803 29	35,269 95	41,503 36
Union,	21,844 83	. . . . .	. . . . .	. . . . .	. . . . .
Total,	\$903,010 21	\$777,915 87	\$2,767,479 87	\$1,036,817 41	\$973,734 54

* Included in report of Lehigh Coal and Navigation Company, lessees.

COMPARATIVE STATEMENT FOR FIVE YEARS—RECEIPTS.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
Delaware and Hudson,	\$54,171 56	\$54,551 38	\$62,124 21	\$66,505 45	\$57,868 51
Delaware Division,*	2,167,737 64	2,116,306 36	1,859,502 58	1,914,948 83	2,360,738 78
Lehigh Coal and Navigation,	209,267 97	215,675 31	278,782 24	201,008 43	272,888 22
Monongahela Navigation,	315,412 22	266,819 64	280,313 91	297,706 78	325,928 28
Pennsylvania,	381,762 88	307,590 65	275,078 40	152,251 29	172,632 73
Schuylkill Navigation,	55,540 45	57,500 83	56,992 29	42,928 31	45,410 07
Susquehanna,					
Total,	\$3,183,892 72	\$3,018,444 17	\$2,812,793 63	\$2,675,349 09	\$3,235,466 59

* Included in report of Lehigh Coal and Navigation Company, lessees.

TABULATED RESULTS

COMPILED FROM

TELEGRAPH AND TELEPHONE REPORTS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as au- thorized by law.	Total amount now paid in of capital stock.	Rate per cent. of divi- dend.	Total amount now of debt.	Rate per cent. of in- terest on funded debt.
American District Telegraph,	\$400,000 00	\$200,000 00	. . . . .	\$13,400 00	6
American Telegraph and Telephone,	10,000 00	10,000 00	. . . . .	. . . . .	. . . . .
Atlantic and Ohio Telegraph,	650,000 00	650,000 00	10	. . . . .	. . . . .
Baltimore and Ohio Telegraph of Pennsylvania, Bell Telephone,	2,000 00	2,000 00	. . . . .	. . . . .	. . . . .
Central District and Printing Telegraph,	560,000 00	560,000 00	. . . . .	. . . . .	. . . . .
Central Pennsylvania Telephone and Supply, Curwensville Telephone,	500,000 00	500,000 00	10	66,460 00	. . . . .
Delaware and Atlantic Telegraph and Telephone, Lykens Telegraph and Telephone,	1,000,000 00	. . . . .	6	. . . . .	. . . . .
National Telegraph,	3,000 00	3,000 00	. . . . .	. . . . .	. . . . .
New York and Pennsylvania Telegraph and Telephone, Pacific and Atlantic Telegraph,	10,000 00	10,000 00	. . . . .	. . . . .	. . . . .
Philadelphia Local Telegraph,	1,000 00	300 00	. . . . .	. . . . .	. . . . .
Postal, Telegraph and Cable, No. 1,	1,000,000 00	1,000,000 00	. . . . .	. . . . .	. . . . .
Postal, Telegraph and Cable, No. 2,	2,000,000 00	2,000,000 00	. . . . .	. . . . .	. . . . .
Postal, Telegraph and Cable, No. 3,	25,000 00	400,000 00	6	. . . . .	. . . . .
Postal Telegraph,	50,000 00	20,000 00	25	200,000 00	6
Rockhill Telegraph,	20,000 00	. . . . .	. . . . .	. . . . .	. . . . .
Royal Telephone and Telegraph,	20,000 00	. . . . .	. . . . .	. . . . .	. . . . .
Tioga and Morris Run Telegraph,	5,000 00	. . . . .	. . . . .	. . . . .	. . . . .
Western Union Telegraph,	3,000 00	300 00	. . . . .	4,220 13	. . . . .
Williamsport District Telegraph and Messenger, Williamsport and North Branch Telephone,	10,000 00	1,000 00	. . . . .	. . . . .	. . . . .
	86,200,000 00	86,199,852 06	6	12,412,398 00	6 and 7
	15,000 00	10,500 00	. . . . .	. . . . .	. . . . .
	3,000 00	3,000 00	. . . . .	. . . . .	. . . . .
Total,	\$93,539,500 00	\$92,571,652 06	. . . . .	\$12,696,478 13	. . . . .

TABLE B.—CHARACTERISTICS OF LINE.

NAME OF COMPANY.	Cost of line and equipments	Length of main line in miles.	Length of main line in Pennsylvania.	Number stations, entire line.	Number stations in Pennsylvania.	Number of instruments in use, entire line.	Number of instruments in use in Pennsylvania.	Number of persons employed in maintaining and operating line.		Number of messages sent during the year, entire line.	Number of messages sent during the year in Pennsylvania.	Number of messages received during the year, entire line.	Number of messages received during the year in Pennsylvania.
								Males.	Females.				
American District Telegraph,	\$469,962 68	2 25	..	..	10	2,652	2,652	..	..	30,567	129,889	311,750	311,750
American Telegraph and Telephone, . . . . .	..	..	..	..	12	186	186	..	..	..	8,170	..	9,000
Baltimore and Ohio Telegraph of Pennsylvania, . . . . .	..	..	..	..	3	..	..	..	..	..	..	..	..
Bell Telephone,	619,410 94	89 50	89 50	..	..	..	..	..	16	..	..	..	..
Central Pennsylvania Telephone and Supply,	525 008 04	..	..	..	..	..	..	..	..	..	..	..	..
Curwensville Telephone,	3 009 00	48	48	13	3 453	3 453	3 453	45	48	..	..	..	..
Delaware and Atlantic Telegraph and Telephone,	79 981 82	..	..	963	13	13	13	8	5	..	..	..	..
Lykens Telegraph and Telephone,	309 92	3 50	3 50	2	2	2	2	50	11	..	..	..	..
National Telegraph,	400,000 00	949 16	44 97	..	7	..	..	63	30	..	..	..	..
Philadelphia Local Telegraph, . . . . .	..	..	..	..	60	280	289	..	..	..	..	..	..
Philadelphia, Reading and Pottsville Telegraph,	280,483 63	101	943 67	407	407	816	816	633	13	400 000	417,585	417,585	417,585
Postal Telegraph and Cable, No. 1, . . . . .	..	138 67	138 67	4	4	..	..	..	..	..	..	..	..
Postal Telegraph and Cable, No. 2, . . . . .	..	170 50	170 50	10	10	..	..	..	..	..	..	..	..
Postal Telegraph and Cable, No. 3, . . . . .	..	38	38	4	4	..	..	..	..	..	..	..	..
Postal Telegraph, . . . . .	..	198	198	11	11	..	..	..	..	..	..	..	..
Rockhill Telegraph, . . . . .	..	30	30	6	6	6	6	6	..	..	..	..	..
Royal Telephone and Telegraph,	4 220 13	12	12	3	1	3	1	2	1	..	660	..	660
Tioga and Morris Run Telegraph,	1 000 00	28	28	..	5	5	5	5	..	..	..	..	..
Western Union Telegraph,	1 700 00	170,283	9 586	17,242	1,490	..	..	..	2,298	51,453 955	..	51,463 955	..
Williamsport District Telegraph Messenger,	13,000 00	..	20	1	1	83	83	..	..	..	..	..	..
Williamsport and North Branch Telephone,	3 000 00	51	51	..	10	13	13	7	..	..	..	..	..
Total,	\$2 321,077 22	179,147 58	11 411 81	18,781	6 477	9 692	9 690	869	107	52 312 767	953,504	52,613 950	1,158,995

TABLE C.—EXPENSES AND RECEIPTS.

NAME OF COMPANY.	Gross expenses en- tire line.	Gross expenses in Pennsylvania.	Gross receipts en- tire line.	Gross receipts in Pennsylvania.
American District Telegraph,	\$91,545 07	. . . . .	\$130,309 46	\$17,795 65
American Telegraph and Telephone, . . . . .	. . . . .	. . . . .	. . . . .	2,759 07
Baltimore and Ohio Telegraph of Pennsylvania, . . . . .	. . . . .	. . . . .	. . . . .	434,191 97
Bell Telephone,	233,630 08	\$233,630 08	434,191 97	167,898 37
Central Pennsylvania Telephone and Supply,	105,324 82	105,324 82	167,898 37	55,766 04
Cuwensville Telephone,	721 93	721 93	692 51	55,784 00
Delaware and Atlantic Telegraph and Telephone,	45,826 55	45,826 55	. . . . .	. . . . .
National Telegraph, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Philadelphia Local Telegraph,	49,671 32	49,671 32	55,784 00	. . . . .
Philadelphia, Reading and Pottsville Telegraph,	79,614 66	. . . . .	99,981 43	. . . . .
Postal Telegraph and Cable No. 1, . . . . .	. . . . .	. . . . .	200 00	200 00
Postal Telegraph and Cable No. 2, . . . . .	. . . . .	. . . . .	20,000 00	2,700 00
Postal Telegraph and Cable No. 3, . . . . .	. . . . .	. . . . .	2,700 00	2,000 00
Postal Telegraph, . . . . .	. . . . .	. . . . .	2,000 00	. . . . .
Tioga and Morris Run Telegraph,	893 55	893 55	893 55	893 55
Western Union Telegraph,	14,564,901 58	. . . . .	20,416,535 86	. . . . .
Williamsport District Telegraph and Messenger,	1,869 38	. . . . .	1,728 04	. . . . .
Total,	\$15,173,998 74	\$436,008 25	\$21,388,681 23	\$760,762 96

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
American District Telegraph,	\$400,000 00	\$400,000 00	\$400,000 00	\$400,000 00	\$200,000 00
American Telegraph and Telephone,	1,000 00	1,000 00	10,000 00	10,000 00	10,000 00
American Rapid,	650,000 00	650,000 00	650,000 00	650,000 00	650,000 00
Atlantic and Ohio Telegraph,	500 00	500 00	500 00	500 00	500 00
Baltimore and Ohio Telegraph,	500 00	500 00	500 00	500 00	500 00
Baltimore and Ohio Telegraph in Pennsylvania,	560,000 00	560,000 00	2,000 00	560,000 00	2,000 00
Baltimore and Ohio Telegraph of Pennsylvania,	500,000 00	500,000 00	500,000 00	500,000 00	560,000 00
Bell Telephone,	500,000 00	786,000 00	790,000 00	794,900 00	500,000 00
Central District and Printing Telegraph,	10,000 00	3,000 00	3,000 00	3,000 00	3,000 00
Central Pennsylvania Telephone and Supply,	10,000 00	10,000 00	3,000 00	3,000 00	10,000 00
Curlensville Telephone,	1,000,000 00	300 00	300 00	300 00	1,000 00
Delaware and Atlantic Telegraph and Telephone,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Lykens Telegraph and Telephone,	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
National Telegraph,	686,000 00	749,200 00	400,000 00	400,000 00	400,000 00
New York and Pennsylvania Telegraph and Telephone,	400,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Pacific and Atlantic Telegraph,	20,000 00	10,500,000 00	20,000 00	20,000 00	20,000 00
Pennsylvania Local Telegraph,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Philadelphia, Reading and Pottsville Telegraph,	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Postal Telegraph,	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Postal Telegraph and Cable No. 1,	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Postal Telegraph and Cable No. 2,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Postal Telegraph and Cable No. 3,	300 00	300 00	300 00	300 00	300 00
Philadelphia and Seaboard,	300 00	300 00	300 00	300 00	300 00
Rockhill Telegraph,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Royal Telegraph and Telephone,	300 00	300 00	300 00	300 00	300 00
Sullivan Telephone,	300 00	300 00	300 00	300 00	300 00
Tioga and Morris Run,	650 00	650 00	650 00	650 00	650 00
Western Pennsylvania Telegraph and Telephone,	1,700 00	1,700 00	1,700 00	1,700 00	1,700 00
Western Pennsylvania Telegraph,	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Western Union Telegraph,	80,000,000 00	80,000,000 00	80,000,000 00	80,000,000 00	80,000,000 00
Williamsport District Telegraph and Messenger,	5,000 00	5,000 00	5,000 00	5,000 00	5,000 00
Williamsport and North Branch Telephone,	80,000,000 00	80,000,000 00	80,000,000 00	80,000,000 00	80,000,000 00
York Overland Telephone and Electric Light,	1,600 00	2,100 00	2,100 00	2,100 00	2,100 00
York Overland Telephone and Electric Light,	36,810 00	36,810 00	36,810 00	36,810 00	36,810 00
Total,	\$86,773,060 00	\$98,757,600 00	\$86,359,300 00	\$93,649,552 06	\$92,571,652 06

COMPARATIVE STATEMENT OF FLOATING AND FUNDED DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
American District Telegraph,	\$15,320 48	\$20,912 33	\$17,153 28	\$13,604 33	\$13,400 00
American Rapid,	100 00				
Central District and Printing Telegraph,	75,000 00	75,000 00	67,300 00	67,300 00	66,460 00
Philadelphia, Reading and Pottsville Telegraph,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Postal, Telegraph and Cable,		10,033,830 87			
Philadelphia and Seaboard Telegraph,		2,800 00			
Rockhill Telegraph,	4,220 13	4,220 13	4,220 13	4,220 13	4,220 13
Western Union Telegraph,	7,214,456 00	7,204,250 00	7,182,044 00	7,126,118 00	12,412,398 00
York Overland Telegraph, Telephone and Electric Light,	1,015 17				
Total,	\$7,510,111 78	\$17,541,013 33	\$7,470,717 41	\$7,411,242 46	\$12,696,478 13

COMPARATIVE STATEMENT OF MESSAGES RECEIVED IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
American District Telegraph,	839,873	678,318	123,606	259,727	311,750
American Telegraph and Telephone,				5,682	9,000
National Telegraph,			50		
Philadelphia Local Telegraph,	475,000	381,898	421,000	425,000	420,000
Philadelphia, Reading and Pottsville Telegraph,	381,454	379,442	390,252	411,383	417,585
Postal Telegraph and Cable,		150,000			
Rockhill Telegraph,	487	454	454		660
Total,	1,696,814	1,590,112	935,362	1,102,408	1,158,995

COMPARATIVE STATEMENT OF MESSAGES SENT IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
American District Telegraph,	211,163	192,300	133,416	109,115	129,389
American Telegraph and Telephone, . . . . .	. . . . .	. . . . .	. . . . .	6,904	8,870
National Telegraph, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Philadelphia Local Telegraph, . . . . .	. . . . .	. . . . .	50	. . . . .	. . . . .
Philadelphia, Reading and Pottsville Telegraph,	326,000	361,604	400,000	400,000	400,000
Postal Telegraph and Cable,	381,454	379,442	390,250	411,383	417,585
Rockhill Telegraph, . . . . .	. . . . .	150,000	. . . . .	. . . . .	. . . . .
	487	454	454	616	660
Total,	919,104	1,033,800	924,172	928,018	956,504

COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
American District Telegraph,	\$153,234 05	\$125,617 54	\$107,649 14	\$10,916 21	\$17,795 65
American Telegraph and Telephone, . . . . .	. . . . .	4,931 65	5,783 71	. . . . .	. . . . .
Baltimore and Ohio Telegraph, . . . . .	. . . . .	2,791 78	6,660 14	. . . . .	. . . . .
Baltimore and Ohio Telegraph in Pennsylvania, . . . . .	. . . . .	. . . . .	10,280 43	. . . . .	. . . . .
Baltimore and Ohio Telegraph of Pennsylvania, . . . . .	. . . . .	. . . . .	350,512 56	405,238 77	2,759 07
Bell Telephone,	389,677 17	302,030 34	137,632 86	157,712 84	434,191 97
Central Pennsylvania Telephone and Supply, . . . . .	. . . . .	126,451 59	819 45	643 73	167,898 37
Curwensville Telephone, . . . . .	. . . . .	857 91	. . . . .	. . . . .	55,766 04
Delaware and Atlantic Telegraph and Telephone, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Lykens Telegraph and Telephone, . . . . .	. . . . .	42 76	7 00	. . . . .	. . . . .
National Telegraph, . . . . .	. . . . .	. . . . .	36,826 72	. . . . .	. . . . .
Philadelphia Local Telegraph,	153,795 57	173,467 53	87,282 62	55,767 04	81 80
Philadelphia, Reading and Pottsville Telegraph,	96,683 20	95,844 71	105,986 97	. . . . .	55,784 00
Postal Telegraph, . . . . .	. . . . .	15,000 00	. . . . .	. . . . .	. . . . .
Postal Telegraph and Cable No. 1, . . . . .	. . . . .	. . . . .	. . . . .	1,000 00	2,000 00
Postal Telegraph and Cable No. 2, . . . . .	. . . . .	. . . . .	. . . . .	4,000 00	200 00
Postal Telegraph and Cable No. 3, . . . . .	. . . . .	. . . . .	. . . . .	14,000 00	20,000 00
Sullivan Telephone, . . . . .	. . . . .	. . . . .	. . . . .	1,900 00	2,700 00
Tioga and Morris Run Telegraph,	45 23	. . . . .	. . . . .	. . . . .	. . . . .
Williamsport District Telegraph and Messenger,	549 04	549 04	549 04	549 04	893 55
Total,	\$793,994 26	\$847,587 85	\$815,198 07	\$653,745 83	\$760,762 96

COMPARATIVE STATEMENT OF GROSS EXPENSES IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1884.	1885.	1886.	1887.	1888.
American District Telegraph,	\$110,641 11	\$108,031 45	\$84,392 92	\$81,708 74	\$233,630 08
Bell Telephone,	180,778 41	206,014 55	201,889 28	214,085 73	105,324 82
Central Pennsylvania Telephone and Supply, . . . . .	. . . . .	78,744 37	83,190 82	92,322 85	721 93
Curvensville Telephone, . . . . .	. . . . .	610 76	868 25	894 28	45,826 55
Delaware and Atlantic Telegraph and Telephone, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Lykens Telegraph and Telephone, . . . . .	. . . . .	16 38	6 45	. . . . .	. . . . .
Philadelphia Local Telegraph,	92,138 72	92,587 66	74,389 14	40,675 17	49,671 32
Philadelphia, Reading and Pottsville Telegraph,	64,630 92	56,649 13	58,557 38	. . . . .	. . . . .
Postal, Telegraph and Cable, . . . . .	. . . . .	20,000 00	. . . . .	. . . . .	. . . . .
Sullivan Telephone,	41 76	. . . . .	. . . . .	. . . . .	. . . . .
Tioga and Morris Run Telegraph,	777 27	549 04	549 04	549 04	893 55
Williamsport District Telegraph and Messenger,	1,884 07	2,092 04
Total,	\$449,008 19	\$504,103 34	\$505,727 35	\$432,327 85	\$436,008 25

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